

FINAL REPORT

HISTORIC RESOURCES SURVEY AND ELIGIBILITY REPORT FOR WALLOPS FLIGHT FACILITY

ACCOMACK COUNTY, VIRGINIA

Submitted to:

National Aeronautics and Space Administration
Goddard Space Flight Center
Wallops Flight Facility
Wallops Island, VA 23337

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The National Aeronautics and Space Administration (NASA) Wallops Flight Facility (WFF) is an approximately 6,200-acre facility located in Accomack County, Virginia. NASA's Goddard Space Flight Center (GSFC) owns and operates the facility. In June and July 2004, URS Group, Inc., (URS) of Gaithersburg, Maryland, conducted an architectural evaluation of the WFF on behalf of NASA. The purpose of the historic resources survey was to identify, record, and evaluate the significance of historic standing structures at the WFF. This study is "year two" of a multi-year effort that will result in the preparation of a WFF Integrated Cultural Resources Management Plan (ICRMP) to assist NASA in meeting its obligations under Section 106 and Section 110 of the National Historic Preservation Act (NHPA) of 1966, as amended.

This study consists of a reconnaissance-level architectural survey of 124 buildings, structures, and objects at WFF built before 1955, as well as a historic context. URS conducted site file and archival research at the Virginia Department of Historic Resources (VDHR). Background research determined that there are no National Register of Historic Places (National Register)-listed or previously surveyed architectural resources within the project area. Project fieldwork was conducted in May and July 2004 by URS architectural historians Fred M. Holycross and Craig Tuminaro, under the direction of Principal Investigator and Project Manager, Fred M. Holycross.

Each surveyed resource was documented following VDHR standards and was evaluated according to the National Register criteria and standards for integrity. One resource, consisting of the Wallops Beach Lifeboat Station (VDHR #001-0027-0100; WFF# V-065) and its associated contributing Coast Guard Observation Tower (001-0027-0101; WFF# V-070) is eligible for listing in the National Register and Virginia Landmarks Register. (The tower is not significant individually, but as a contributing structure to the Lifeboat Station). The remaining 122 surveyed resources are not National Register-eligible because they lack the historical significance and/or integrity necessary to convey significance. No districts are National Register-eligible. Many of the inventoried buildings and structures have been modified through additions and other alterations to original building fabric. In other instances, the settings and landscapes in which the surveyed resources are located lack integrity. The results of the WFF survey and National Register evaluation are presented in Table A-1.

Table A-1: National Register-Eligible Historic Resources at WFF

VDHR #	WFF #	Historic Name	Location	Period of Significance	Applicable National Register Criteria	Resource Type
001-0027-0100	V-065	Wallops Beach Lifeboat Station	Wallops Island	1936 - 1947	A, C	Primary Resource
001-0027-0101	V-070	Coast Guard Observation Tower	Wallops Island	1936 - 1947	A, C	Secondary (Contributing) Resource

1.1 INTRODUCTION AND PROJECT LOCATION

Under contract to the National Aeronautics and Space Administration (NASA) and Goddard Space Flight Center (GSFC), Wallops Flight Facility (WFF), URS Group, Inc. (URS), conducted a comprehensive architectural survey and National Register eligibility evaluation of 124 structures 50 years or older at the Wallops Flight Facility in Accomack County, Virginia. Of the 124 buildings and structures surveyed, 36 are major base buildings, 88 are ancillary structures. The project includes an historic context (concentrating on the period from 1936 to 1955) specific to extant structures built during this period by the U.S. Coast Guard, the U.S. Navy, and the National Advisory Committee for Aeronautics (NACA). The context focuses on the development of the base and its structures and their relation to the Space Race (1957-1969) and Cold War (1945-1989) eras. The study includes evaluation of National Register and Virginia Landmarks Register eligibility for individual structures and for a potential historic district related to the context. The project area is located on the Atlantic Ocean side of the Eastern Shore of Virginia (the report uses the term Eastern Shore throughout to refer to Virginia only) in the northeast corner of Accomack County. Accomack County is the most northerly of the two counties of Virginia's Eastern Shore. WFF is approximately 22 miles from Accomack, the county seat. The approximately 6,200-acre project area encompasses the Wallops Main Base, Wallops Mainland, and Wallops Island (Plate 1).

1.2 PROJECT PURPOSE

NASA commissioned this historic resources survey and eligibility report to meet its obligations under Sections 106 and 110 of the National Historic Preservation Act of 1966, as amended. The purpose of the architectural survey was to identify, record, and evaluate the significance of historic resources at WFF. This study is "year two" of a multi-year effort that will result in the preparation of a WFF Integrated Cultural Resources Management Plan (ICRMP) to assist NASA in meeting its obligations under Section 106 and Section 110 of the National Historic Preservation Act (NHPA) of 1966, as amended. This report does not address archaeological resources.

This study follows the submittal of a document entitled *Cultural Resources Assessment of Wallops Flight Facility, Accomack County, Virginia* (URS/EG&G 2003) to the Virginia Department of Historic Resources (VDHR) as a first step in the compliance objective to develop an Integrated Cultural Resources Management Plan (ICRMP) for WFF. VDHR's response to that document on December 4, 2003 indicated concurrence with the identification of 166 structures that met the 50-year age criterion for evaluation, and the recommendation that WFF develop an historic context applicable to those structures, concentrating on the period relating to the aeronautic and space flight mission of the facility (VDHR 2003). Field investigation for this report revealed that the number of remaining structures that meet the 50-year age criterion at the time of this study is 124, as it was found that the database maintained by NASA and used in the 2003 report did not accurately reflect the resources inventory and a field check was not done to verify the inventory at that time. This study contains the recommended historic context, an evaluation of the 124 structures for National Register eligibility, and an evaluation of whether one or more potential historic districts exist at the WFF.

This study was designed to meet the reporting standards of the Secretary of the Interior as specified in the *Standards and Guidelines for Archaeology and Historic Preservation* (Federal Register, Vol. 48, No. 190, 1983), and the VDHR's revised *Guidelines for Conducting Cultural Resource Survey in Virginia* (2003).

1.3 SCOPE OF WORK

This report provides evaluations of National Register eligibility for all buildings and structures located on WFF with a construction date of 1955 or earlier. To prepare the historic architectural survey and evaluation, URS had four major tasks:

- Perform background research and develop an historic context for WFF to assist in the evaluation of historic properties;
- Conduct on-site fieldwork to identify and document architectural resources that may be affected by the recurring activities and proposed future actions at WFF;
- Evaluate the surveyed resources for National Register eligibility; and,
- Prepare a written report that summarizes the background research and fieldwork methodology, provides an historic context for evaluation, and provides formal evaluation of National Register-eligibility.

Project fieldwork was conducted in May and July 2004 by URS architectural historians Fred M. Holycross and Craig Tuminaro. Maps, DSS forms and photographs were organized and compiled by architectural historians Amy Barnes, Ellen Jenkins, and Craig Tuminaro. The report was researched and written by Fred M. Holycross, who also served as Principal Investigator and Project Manager. The qualifications of the investigators are summarized in Appendix B. Resources constructed before 1955 (124 structures) were documented following VDHR standards and were evaluated according to the National Register criteria and standards for integrity.

1.4 SUMMARY OF FINDINGS

One historic resource is eligible for listing in the National Register and Virginia Landmarks Register as an individual historic resource: the Wallops Beach Lifeboat Station (VDHR #001-0027-0100; WFF# V-065) and its associated Coast Guard Observation Tower (VDHR# 001-0027-0101; WFF# V-070) as a contributing resource. (The tower is not significant individually, but as a contributing structure to the Lifeboat Station). The remaining 122 surveyed resources are not National Register-eligible because they lack the historical significance and/or integrity necessary to convey significance. No districts are National Register-eligible. Many of the inventoried buildings and structures have been modified through additions and other alterations to original building fabric. In other instances, the settings and landscapes in which the surveyed resources are located lack integrity.

Appendix A includes a complete listing of surveyed resources.

2.1 OBJECTIVES

The goal of this project was to identify and record all structures, buildings, objects and districts at WFF that were constructed before 1955 (using a planning basis of 1955-2005) and to prepare an historic context for the site that would identify themes, geographical limits, and chronological periods to provide a perspective with which to enable evaluation of the National Register eligibility of the structures and buildings. The survey results from this project will be used for future planning purposes at WFF and will enable NASA to meet its obligations under Section 106 and Section 110 of the NHPA.

2.2 METHODS

2.2.1 Background Research

For the purpose of gaining a better understanding of architectural resources that would be observed in the field, as well as developing the historic context, archival research was performed prior to and during the fieldwork portion of the WFF survey. Primary source materials from the WFF archives were examined, including historic base maps, photographs, and planning documents. Additional primary source materials related to the Coast Guard and Navy were reviewed at the Library of Congress, the National Archives, and the Eastern Shore Public Library. These materials provided specific information about the physical and architectural development of the Main Base and Wallops Island and the organizational development of Coast Guard, Navy and National Advisory Committee for Aeronautics (NACA) facilities there.

Secondary source materials available at the various repositories and through the internet included published and unpublished histories of Accomack County and Wallops Neck from a local and regional perspective. Secondary sources also provided historic and cultural analysis of the WFF story within the organizational context of the agencies that built facilities at Wallops Neck and Island: the U.S. Lifesaving Service, Coast Guard and Navy, NACA, and the National Aeronautics and Space Administration (NASA). Two of those sources, Joseph A. Shortal's *A New Dimension: Wallops Island Flight Test Range, The First Fifteen Years* (1978) and Harold D. Wallace's *Wallops Station and the Creation of an American Space Program* (1997), were particularly useful as they enabled a greater depth of understanding of how NACA's role as the first agency devoted to aviation research led to notable projects with national significance. Other secondary sources placed NACA and the Wallops facility within the context of the Cold War and Space Race eras, and the manned spaceflight programs developed by NASA.

The reconnaissance survey and analysis of site development over time were guided by three maps provided by WFF, including a series of historical maps of the facility dating from between 1944-1957. Specifically, these included:

- *General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia* by Giffels and Valet, Inc., Engineers and Architects, Detroit, Michigan, updated to 1944. Drawing number 221,423.
- *Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia* by U.S. Navy, dated 1950. Drawing number 24970. Depicts facility conditions as of June 1950.

- *Map of Naval Air Station/Naval Aviation Ordnance Test Station, Master Shore Station Development Plan, Chincoteague, Virginia* by U.S. Navy, dated 1957. Drawing #34490. Depicts conditions as of December 31, 1957.

2.2.2 Context Development

A historic context synthesizes information about a period of settlement and settlement patterns, political and military events, agricultural and industrial events and evolutions, and important social trends into a coherent chronology of events in the selected region. Because this study provides an in-depth context for the physical development of Wallops Neck and Island by Federal agencies primarily in the 20th century, the research focused on identifying significant local and/or regional trends, as well as broad regional and national historical patterns, which would provide a framework for understanding historic development from the construction of the Wallops Beach Lifeboat Station in 1936 through 1955 (using a 1955-2005 planning baseline). The context therefore concentrates on the two most recent VDHR culture periods:

- World War I to World War II (AD 1917 – 1945)
- The New Dominion (AD 1945 – present)

The first step was the preparation of an overview of the historical development of Accomack County. This overview emphasized the historical development of agriculture and ocean-based commercial ventures due to the rural nature of the County and its location on the Atlantic Ocean. The overview analyzed the transition from a relatively isolated community to a region increasingly interconnected with national and international events and economic trends during the 20th century. The locally unique physical development of Wallops Neck and Wallops Island, and a chronology of site ownership and organizational development, provided a preliminary understanding of how Federally owned facilities changed the character of the immediate locale. This effort, combined with the general overview of the region's history discussed above, resulted in the identification of a preliminary WFF historic chronology.

A second layer of analysis involved investigation of the Federal agencies via secondary accounts to understand their missions, why the various facilities were created, and to place them within the larger national and international events of their time. The programs, activities, and events specific to each agency and facility at WFF were then analyzed to understand how the local story related to the larger context of each organization. This analysis enabled conclusions to be made about the relative significance of WFF within the programs of each agency. Particular attention was paid to developing an understanding of WFF's role in aeronautic and aviation history, the Cold War, and the Space race. The introduction of NASA and its programs at the site were analyzed in a preliminary way but, because the space agency's presence at WFF dates from 1959, it was outside the scope of this investigation. Preliminary research revealed that WFF's role in the larger context of NASA history is relatively minor.

The WFF historic context was further refined using the results of the field survey and synthesizing this information with the data previously gathered to reflect the survey findings. This approach has several benefits. First, the main themes of the context were validated. Second, this work finalized the temporal divisions and resource types used in formalizing the context. Finally, this approach allowed for the creation of new sections of the context based on the field work.

2.2.3 Reconnaissance Survey

All architectural survey work undertaken in the Commonwealth of Virginia is conducted using the VDHR *Guidelines for Conducting Cultural Resource Survey in Virginia* (2003). This document outlines the steps that should be used in architectural survey work, including the development and use of historic contexts. Designed as an analytical tool by the National Park Service in the *Secretary of the Interior's Standards and Guidelines for Historic Preservation Planning* 2004 a historic context organizes information based on a historical/cultural theme and its geographical and chronological limits. The use of one or more historic contexts assists in the evaluation of the relative importance and significance of surveyed properties.

URS conducted a reconnaissance survey of 124 historic architectural resources at WFF. Following the fieldwork, the field data including photographs, field notes, and maps, were used in the completion of VDHR Data Sharing System (DSS) survey forms. WFF base archival records and secondary resources were used to arrive at approximate construction dates for the buildings and structures.

Reconnaissance-level survey took place in May and June 2004. Information gathered for the architectural resources included base location, building descriptions, approximate dates of construction, alterations, and data on important landscape attributes. A detailed physical description of the architectural resource was gathered during this phase of survey. Each field form also included a site plan, identification of the photographs associated with the architectural resource, and a notation of the building or structure's condition and any known threat. The field forms provided the surveyors a place to record any additional information about the architectural resource collected during the site visit.

Exterior black and white 35-millimeter photographs of each architectural resource accompany each survey form. A site plan was sketched at each location to indicate building or structures' relation to each other. Each of the architectural resources has been plotted on the appropriate U.S. Geological Survey (USGS) 7.5-minute quadrangle map.

2.3 EXPECTED RESULTS

The goal of this project was to identify and survey all architectural resource types constructed at WFF before 1955. A windshield survey and records search for another study entitled *Cultural Resources Assessment of Wallops Flight Facility, Accomack County, Virginia* (URS/EG&G 2003) identified 166 structures and buildings from that time period. Field investigation for this report revealed that the number of remaining structures that meet the 50-year age criterion at the time of this study is 124 as it was found that the database maintained by NASA and used in the 2003 report did not accurately reflect the resources inventory and a field check was not done to verify the inventory at that time. The number of remaining structures that meet the 50-year age criterion at the time of this report was 124.

Based on previous investigations, including the windshield evaluation of 2003, it was predicted that changes to the built environment at WFF, including demolition, individual building alterations and building replacement, had altered the historic integrity of the site so as to make it unlikely that National Register-eligible historic resources would be identified. That was the case on the Main Base and Mainland where the sense of a historic chronology of the Federal agencies that were active at the site was profoundly diminished due to site changes affecting

integrity. That was also found to be the case on most of Wallops Island, except for the small area that contains the historic resource recommended as the Wallops Beach Lifeboat Station (individually eligible) and the Observation Tower (eligible only as a contributing structure to the Lifeboat Station). The inspection of that resource enabled by the reconnaissance survey, and the additional understanding of the site's function and significance from the historic context research, showed that this was the last remaining resource with the historical significance and physical integrity necessary for National Register eligibility.

Except for the eligible National Register resource, the built context at WFF now primarily represents the use of the site by NASA during the past 20 years or less. Site analysis and development of the context has shown that continual change and alteration most accurately reflects the use of the site over time. The nature of testing and research in the context of the aviation and aeronautic fields is one of constant change and evolution of technologies and research equipment. That change is clearly reflected in the resultant physical environment at Wallops.

3.1 INTRODUCTION

The historic context primarily utilizes the two VDHR culture periods that are most relevant to the built environment at WFF (Table 3-1), although descriptions of the six earlier culture periods derived from the 2003 cultural resource report for WFF are also included (URS/EGG 2003). The historic context describes and analyzes the development of the site primarily in relation to the VDHR historic context themes of Military/Defense and Technology/Engineering. In addition, the context describes and analyzes site resources in relation to sub themes including Aviation History, the Space Race, and the Cold War. The historic context provides a framework for understanding historic development at the WFF from the construction of the Wallops Island Lifeboat Station in 1936 through 1955 (using a 1955-2005 planning baseline).

The historical development of what became the WFF is quite complex due to the number of agencies that undertook missions here and the overlapping ownership and use of the site over time. To understand each group within its clearest historical context, this study is organized to describe how each developed organizationally and the physical changes they made at either the base or island. However, it is necessary in some cases to provide earlier historical background with which to understand why and how each group developed. For example, the account of how the Wallops Island Association first came to own and use Wallops Island after 1889 is important in telling the story of the eventual purchase of the island by the Coast Guard and Navy, even though no buildings or structures remain from the organization. Similarly, it is difficult to understand how the Coast Guard came to operate the Wallops Beach Lifeboat Station without an account of their predecessor organization, the U.S. Life-Saving Service, even though the structures and buildings constructed by the organization no longer are extant.

Table 3-1: Historic Culture Chronology

Culture Period	Date Ranges
Settlement to Society	AD 1607 – 1750
Colony to Nation	AD 1750 – 1789
Early National Period	AD 1789 – 1830
Antebellum Period	AD 1830 – 1860
Civil War Period	AD 1860 – 1865
Reconstruction and Growth	AD 1865 – 1917
World War I to World War II	AD 1917 – 1945
The New Dominion	AD 1945 – present

3.2 PHYSICAL DESCRIPTION OF THE STUDY AREA

The study area for this project is the entire property now known as the Wallops Flight Facility (WFF), an approximately 6,200-acre facility located in Accomack County, on Virginia's Eastern Shore. The study area consists of three areas: 1) Wallops Main Base (1,900 acres); 2) Wallops Mainland (100 acres); and, 3) Wallops Island (4,200 acres). The Main Base is north and west of Simoneaston Bay, Little Simoneaston Creek, and Jenny's Gut. Wallops Island is made up of 1,000 acres of land and 3,200 acres of tidal marsh area on the landward side of the island and

extends south along the Atlantic coast from the Chincoteague Inlet. Wallops Mainland is immediately inland across Cat's Creek from Wallop's Island, and is connected to the island by a causeway, shown in Plate 2 (3D/ESI 1991).

The WFF lies "in the Tidewater region of the Embayed section of the Atlantic Coastal Plain" Physiographic Province (USDA/SCS 1994). Three major landforms are found here: mainland, tidal marsh, and barrier island. The mainland includes low and high terraces separated by a discontinuous escarpment at 25 feet above mean sea level (amsl). Low terraces are found on the extreme eastern edge of the mainland. The low terrace "consists of broad to narrow flats bordered by tidal marshes on the east and a discontinuous escarpment on the west" (USDA/SCS 1994). The high terrace ranges in elevation from 25 to 50 feet amsl. The high terrace topography is more complex than the low terrace, and "is generally characterized by broad, nearly level terraces that are broken by narrow elliptical ridges [Carolina Bay features], gentle escarpments, tidal creeks, and drainage ways" (USDA/SCS 1994). Extensive tidal marshes are located between the mainland and barrier islands, including Wallops Island. The marshes flood regularly with the tides, are drained by an extensive system of meandering creeks, and have immature soils. Wallop Island is roughly parallel to the mainland and is generally less than 10 feet amsl. Topography is nearly level and the soils are immature and vary widely from very poorly to excessively drained (USDA/SCS 1994).

The majority of the WFF Main Base is located on a high terrace landform (25 to 40 feet amsl) with the northern and eastern portions located on low terrace (0 to 25 feet amsl) and tidal marsh. The Wallops Mainland is primarily located on low terrace (0 to 25 feet amsl) and tidal marsh, and Wallops Island is a barrier island with extensive tidal marshes between the island and the Wallops Mainland.

3.3 SETTLEMENT TO SOCIETY (AD 1607 – 1750)

Virginia established the first permanent English settlement (Jamestown) in the New World following French and Spanish exploration of the region in the mid-16th century and into the 17th century. Shortly after John Smith's 1608 exploration of the Eastern Shore area, Samuel Argall and Sir Thomas Dale explored the area (Miller 1991). Dale established the first settlement at Old Plantation Creek (Chesapeake Bay side of the Eastern Shore in present Northampton County, Virginia) in 1614. The settlement functioned as a fish and salt procurement station, lasting for only three years (Miller 1991). In 1620, Captain John Wilcox and a group of his men settled in Northampton County (Miller 1991). According to Miller (1991), the total European population of the peninsula was 76 within four years of Wilcox establishing a settlement. By 1635, the population of the Virginia Eastern Shore was 396 (Whitelaw 2001).

In 1664, the year following the formation of Accomack County, John Wallop received his first land patent of 1000 acres from the British Crown (Miller 1991). In that same year, Wallop was appointed deputy Surveyor-General, and "soon the local maps were labeled with the names Wallop's Neck, Wallop's Island, and Wallop's Creek" (Miller 1991). Wallop laid out the original town of Port Scarborough (Onancock) and the Old Wallop's Road, which later became Route 13 (Miller 1991). Wallop received an additional land patent of 700 acres in 1666, and added 2000 additional acres to his holdings in 1672 including Wallops Island. The Wallops island portion of the land grant consisted of 1,450 acres including "all of Kekotank Island alias Accocomson Island" and adjacent marshes (Whitelaw 1951). It likely became a grazing range for

cattle, sheep, or horses early in its history (Turman 1964). Chincoteague and Assateague islands were used for similar purposes (Turman 1964).

The European population on the Virginia Eastern Shore had grown to 707 by the late 17th century (Miller 1991). Lowery (2003) notes that Augustine Herman's 1670 map of Virginia and Maryland shows 48 settlements along the Atlantic side of the peninsula. The plantation system, vital to the early Tidewater Virginia economy, was adopted on the Eastern Shore as well. Tobacco was the primary crop grown, but Indian corn was also grown. Livestock raising was also important to the economy of the Eastern Shore during this period. Cattle were often kept on the barrier islands, with four to five people living on each island to tend the cattle. Other industry and manufacturing included water mills, salt works, leather tanning, shoes, hats, butter and cheese, brewery products, barrels, lime, brick, and animal hunting and trapping (Turman 1964). Goods were shipped to and from various ports along the Eastern Shore. Ballast overseers became necessary in the late 17th century in order to keep the waterways navigable (Turman 1964). A ballast overseer was located on Chincoteague Creek (present-day Mosquito Creek).

The 1703 census indicates Accomack County had a population of 2800 and a total of 220,923 acres of patented land (Turman 1964). Transportation routes included two highways extending from Cape Charles in Northampton County to the Maryland border (Turman 1964). These routes roughly approximate present-day Routes 679 and 779. Transportation by boat remained important, and ferry service was established in Northampton County to mainland Virginia (Turman 1964).

No historic buildings or structures dating to this period have been identified within the current project area.

3.4 COLONY TO NATION (AD 1750 – 1789)

During this period, the Eastern Shore economy changed little. Tobacco growing and livestock raising were still the mainstays of the economy, along with other agricultural pursuits and industry (Turman 1964). Slave labor remained the primary means of running tobacco plantations. Weaving and cloth making were becoming increasingly important to plantation life, especially as economic conditions worsened during the middle 1700s (Turman 1964). Boat building was also an important industry. Principal exports during this time were beef, pork, seafood, wheat, corn, animal hides, shoes, and salt (Turman 1964). According to Turman (1964) castor oil and flax were produced extensively and became important export products.

In 1754, the French and Indian War (also known as The Seven Years War) broke out between the English and the French in what is now the Midwest. Though this war did not directly affect the Virginia Eastern Shore, three commission officers and an unspecified number of soldiers from Northampton and Accomack Counties fought in the war (Turman 1964). The war put a strain on trade and resources in the region, and the economy suffered as a result (Turman 1964).

The Virginia Eastern Shore supplied troops to the Ninth Virginia Regiment during the Revolutionary War, including seven companies of soldiers, one drummer, four sergeants, one ensign, two lieutenants, and one captain (Turman 1964; Whitelaw 2001). Both militia and regular army guarded the waterways of the peninsula. "A fort was established on Parramores Beach [south of the project area] to protect incoming ships and to intercept British raiding barges entering Metompkin Creek" (Turman 1964). The English established an operating base on Hog

Island (also south of the project area) early in the war, and conducted raids on the Eastern Shore for supplies (Turman 1964). The Hog Island base was commanded by Captain John Kidd (Turman 1964). Raids on Eastern Shore homes typically were conducted at night, and if there was any resistance, houses were set on fire.

The British Navy took control of the entrance to the Chesapeake Bay in 1776 (Krieger 1976). According to Miller (1991) smuggling became a patriotic activity, and as a result, “Chincoteague Bay and the myriad of tiny inlets along the coast became increasingly important.” According to Turman (1964), the Atlantic ports in Accomack and Northampton counties became an important supply link between France (and other neutral countries) and Virginia. Supplies, such as munitions and medicine, were landed on the Atlantic side of the Eastern Shore and transported overland to the Chesapeake Bay where they were reloaded onto small vessels and sailed up towards the head of Chesapeake Bay, then down its western shore to avoid detection by the English (Krieger 1976; Turman 1964). Chincoteague Creek (now called Mosquito Creek) was one of the main supply routes (Turman 1964), and fort was placed at Mosquito Point (likely within the current project area) to protect the supply route (Miller 1991). Other forts were established along the Atlantic coast to guard against the English (Turman 1964).

The fort at Mosquito Point was garrisoned by Captain Thomas Marshall’s Assawoman Company of the Virginia Militia (Krieger 1976; Miller 1991). The Assawoman Company also was stationed at Captain Corbin’s landing (north of Mosquito Point) and at Wallops Island (Krieger 1976). The half-mile wide inlet between Wallops Island and Chincoteague was a strategic point for the Colonial forces. Two cannons each were placed on the north end of Wallops Island at Gunboat Point and the south end of Chincoteague to guard the waterway against invading British forces (Krieger 1976). Though described as a fort, it is unclear whether the facility on Wallops Island consisted of gun emplacements only, or if a true fort was constructed. Nonetheless, the Wallops Fort saw action on August 15, 1779 (Krieger 1976).

No historic buildings or structures dating to this period have been identified within the current project area.

3.5 EARLY NATIONAL PERIOD (AD 1789 – 1830)

When the first US census was taken in 1790, three percent of Virginia’s population lived on the Eastern Shore (Turman 1964). The census records 6889 people living in Northampton County and 13,959 people living in Accomack County. The economy during this period remained much the same as before the colonies gained their independence from England. Tobacco and livestock raising remained the principal sources of income for the Eastern Shore, and other manufacturing and industry, as described in the previous section, continued. Flax and wool became increasingly important industries as the United States strived to decrease its dependence on English imports. Flax was replaced by cotton as an important crop after the cotton gin was invented in 1793 (Turman 1964). By the early 19th century, cotton was replacing tobacco as a cash crop on the Eastern Shore (Turman 1964).

The US census for 1800 records a population of 22,456 living on the Eastern Shore, with 15,693 of these living in Accomack County (Turman 1964). The 1800 census records 10 families living on Wallops Island, however, none held title to property on the island (Krieger 1976). The inhabitants were likely workers or slaves tending the livestock herds.

The Eastern Shore continued to have militia and armed forces along the ports, although in smaller numbers than during the Revolutionary War. When the War of 1812 broke out, the Eastern Shore was vulnerable to raids and possible occupation by the British (Turman 1964; Whitelaw 2001). Detachments were posted at the mouths of creeks on the Chesapeake Bay, however, the Atlantic side was not heavily guarded as it was not targeted by the British (Turman 1964). Ferry service was discontinued at this time, and travel to mainland Virginia had to be conducted overland through Maryland. In 1814, the British occupied Tangier Island, and built a fort there. The British staged an attack on Accomack County near Pungoteague on May 30, 1814, but lost the battle (Turman 1964; Whitelaw 2001). The war ended in 1815 and ferry service was again continued from the Eastern Shore to mainland Virginia. Life for the remainder of this period continued much as it had before the War of 1812.

No historic buildings or structures dating to this period have been identified within the project area.

3.6 ANTEBELLUM PERIOD (AD 1830 – 1860)

By this period, tobacco was no longer an important cash crop. Principal crops during the 1835 period were wheat, Indian corn, rye, oats, peas, beans, potatoes, and cotton (Turman 1964). The seafood industry was also important, as well as the salt and castor oil industries. In 1835, Northampton County had five castor oil presses.

Lighthouses were first constructed on the Eastern Shore in the early 19th century. The first was the Cape Charles Lighthouse (on the southern tip of the Eastern Shore), and a second was constructed on Assateague Island (Turman 1964). Two other lighthouses were planned for Watts Island and Hog Island (located south of the current project area). The Hog Island lighthouse was not constructed until 1852. By the end of the 1830s, the lighthouse keeper was an important part of Eastern Shore life (Turman 1964).

The US 1840 census records a population of 24,811 for the Eastern Shore (Turman 1964). The population was organized into small villages. The first agricultural census was completed with the 1840 US census. During this period, Northampton and Accomack Counties were wealthy agricultural counties. The Eastern Shore had successfully transitioned from staple crops to commercial vegetables and other farm products. Products shipped to market throughout the region during the 1840 period included sweet potatoes, wheat, corn, peas, beans, castor oil, cotton, flax, tobacco, beeswax, salt, and firewood. The census records 10,254 pounds of cotton, 107 tons of flax, and 112 pounds of tobacco, indicating the importance of cotton and flax to the Eastern Shore economy, as well as the decline of tobacco. The seafood industry also continued to blossom. The Eastern Shore supported 75 grist mills, five lumber mills, one brick-making plant, and 64 stores during the 1840 period (Turman 1964).

The steamboat came to the Eastern Shore in the early 1840s, and a service operated from Northampton County to ports on mainland Virginia (Turman 1964). A railway system for the Virginia Eastern Shore was planned in 1855, but not constructed until 1884 (Turman 1964).

In 1845, the Virginia General Assembly passed a law that allowed communities to form school districts and levy taxes for free schools (Turman 1964). Twenty-seven one-room schools were located in Accomack County and 13 schools were located in Northampton County in 1850 (Turman 1964).

A revision to the Virginia Constitution in 1851 “extended the right to vote to every white male citizen over 21 years of age (except criminals, paupers and insane)” (Turman 1964).

Representatives from the Eastern Shore were active in politics since settlement of the area in the 17th century. During the first half of the 19th century, six men from the Eastern Shore were representatives in Congress. Henry A. Wise, from Accomack County, served in Congress in the 1840s, and became Governor of the Commonwealth in 1855. Wise was also a brigadier general in the Confederate Army (Turman 1964).

No historic buildings or structures dating to this period have been identified within the project area.

3.7 CIVIL WAR PERIOD (AD 1860 – 1865)

The 1860 census reports that the Eastern Shore was producing more food crops than in the 1850 census, and that less cotton and no flax were produced (Turman 1964). Sweet potatoes, corn, and oats were the primary crops. Irish potatoes were also grown. By the early 1860s, the Virginia Eastern Shore was an important farming and maritime area (Turman 1964).

The Virginia Eastern Shore was not untouched by the events of the Civil War. In February of 1861, “delegates from Accomack and Northampton counties went to Richmond to the Convention which had been called to consider a referendum in which the people would decide whether to remain in the Union or secede and join the Confederate States of America” (Turman 1964). A referendum was ordered for May 23, 1861, but before this could happen, federal ships took possession of the lower Chesapeake Bay. Ferry service was halted between the Eastern Shore and mainland Virginia. All lighthouses on the Eastern Shore, with the exception of the Assateague lighthouse, were blinded by Confederate soldiers. With the exception of the Chincoteague precinct, both counties voted to join the Confederacy (Turman 1964; Whitelaw 2001).

Eight hundred men were recruited for the Confederate army, and the militia, 1200 men strong, continued to guard the shoreline (Turman 1964). Colonel Charles Smith of Eastville was put in command of the army and militia forces on the Eastern Shore. Major General John A. Dix was put in charge of the defense of Maryland, and quickly realized the need to occupy the Virginia Eastern Shore. Dix devised a plan to occupy the Virginia Eastern Shore. The Union army sent 4500 troops to Newtown (now Pocomoke), Maryland. The troops were under the command of General Henry H. Lockwood. A proclamation was sent to the people of the Virginia Eastern Shore that the Union forces would protect private property as long as there was no resistance to the occupation. The Union forces also promised to reopen trade routes and restore the lighthouses to working order (Turman 1964).

Colonel Smith, upon hearing about the Union forces assembling in nearby Maryland, sent the 800-man army and 1200-man militia to the northern part of Accomack County (Turman 1964). According to Turman (1964) “breastworks, forming three sides of a pentagon, were built between New Church and the present intersection of the Chincoteague Road.” Once Smith received word of the Union proclamation, and realizing he was outnumbered, ordered a retreat of his troops. The Union forces marched into Virginia and took possession of both counties. Several of the Confederate troops managed to make their way to mainland Virginia, where they served in the Confederate forces. Turman (1964) reports that 197 men from Accomack County and 255 men from Northampton County served in the Confederate Army on the mainland.

The Union forces were based in Accomac. The telegraph was established so that the forces on the Eastern Shore could stay abreast of the war in the rest of the country. The Virginia Eastern Shore was an important link in the communication system between Washington, D.C. and Fort Monroe (Turman 1964), located at the mouth of the Chesapeake Bay on the Virginia mainland. Fort Monroe was built in the early 19th century, and was under the command of the Union forces. Blockades were established at the mouths of 16 streams and landings on the Virginia Eastern Shore (none are near the current project area). The Civil War ended in 1865 with the surrender of the Confederate forces at Appomattox. Union soldiers remained stationed on the Virginia Eastern Shore until 1870 (Turman 1964).

No historic buildings or structures dating to this period were identified within the current project area.

3.8 RECONSTRUCTION AND GROWTH (AD 1865 – 1917)

Virginia was readmitted to the Union in 1870, and the last of the Union forces were withdrawn from the Eastern Shore (Turman 1964). The counties had been under military rule for over eight years, and had been encouraged to become part of Maryland. After the war, an act “was passed by the Virginia General Assembly to divide the counties into townships as units of county government to replace the magisterial districts which had been created eighteen years earlier” (Turman 1964). In 1874, a constitutional amendment again changed the word township back to magisterial district.

In 1871, Accomack County had 32 free schools and Northampton County had four (Turman 1964). By 1885, the number of free schools had increased to 82 in Accomack County and 26 in Northampton County. Eighteen of the schools in Accomack County were graded with more than one teacher in the school. Private tutors and schools were still used in the area for the education of children. Turman (1964) indicates that at least nine academies and one college were in operation on the Virginia Eastern Shore in the last half of the 19th century. High schools were established in the early 1900s (Turman 1964).

In 1884, the railroad was constructed and extended from the Maryland state line to Cape Charles at the tip of the peninsula. Numerous railroad stations and communities were established along the railway line. Roadways were improved for better access to and from the railroad stations. A harbor was built at Cape Charles that could handle large steamships at the same time the railroad was constructed (Turman 1964). The automobile made its appearance in Accomack County in 1906. Automobiles were typically purchased in Baltimore, Maryland, and then shipped by steamboat to the Eastern Shore (Turman 1964).

By the late 19th century, Virginia Eastern Shore farming was heavily focused on sweet potato, Irish potato, and strawberry crops (Turman 1964). Other perishable food crops were a minor component of the economy. Grain crops were grown, but were limited to the needs of individual farms. The seafood industry remained important to the economy. Menhaden, a finfish plentiful in the estuarine and Atlantic coastal waters, were caught for the manufacture of oil and fertilizer (CBEF 2003; Turman 1964).

Potatoes were shipped in barrels on the trains, and barrel factories were among the first industries started near railroad stations (Turman 1964). Numerous fish factories and oyster canneries were established along the shoreline. Oysters were also iced for market and shipped to northern cities,

as were crabs, clams, and turtles. The oyster beds were becoming rapidly depleted by 1891, and the Virginia General Assembly took measures to protect the oyster beds. The result was oyster farming, where people leased grounds and built oyster beds. This helped salvage the oyster industry for the Virginia Eastern Shore (Turman 1964).

By the end of the 19th century, the Virginia Eastern Shore was well known for its recreational facilities (Turman 1964). Resort hotels were operated on the Chesapeake Bay and Atlantic sides of Northampton County. The older resort hotels featured activities such as croquet, billiards, surf bathing, fishing, hunting, as well as spa activities such as saltwater baths. Commercial inns and newer hotels catered to sports fisherman and hunters. In 1899, “many of the communities on the Shore had telephone service supplied by a number of small companies” (Turman 1964). Steamboats and the railroad continued to be important, and telegraph service was available at railroad stations (Turman 1964).

The 1900 US census records populations of 13,770 for Northampton County and 46,340 for Accomack County (Turman 1964). According to Turman (1964), in 1900 “the Eastern Shore was as far advanced in the production of commercial vegetables as any part of the nation and seafood from adjoining waters found markets throughout the East.” Irish and sweet potatoes remained the principal cash crops of the area (Turman 1964). Corn, strawberries, onions, cabbage, and tomatoes, among other food crops, continued to contribute to the overall cash-crop economy of the area during the early 20th century.

The 1910 US census records the population of Accomack County at 36,650 and Northampton County at 16,672 (Turman 1964). The agricultural trends documented in the 1900 census continued into 1910. Over 53,000 acres were planted in vegetables and strawberries during this time, indicating the full transition of the Virginia Eastern Shore to a “truck farming” economy (Turman 1964). The railroads and steamboats continued to provide passenger and freight services to the area. The steamboat industry, in particular, increased to the point that services were expanded in 1910 (Turman 1964). Turman (1964) notes that “many farmers took a leisurely trip to Baltimore at the end of the harvest season for the sociability on the boat and to visit friends.”

No historic buildings or structures dating to this period were identified within the current project area.

3.8.1 The U.S. Life-Saving Service and Wallops Island

Two developments on Wallops Island in the late 19th century affected the island’s relative isolation when it became the location for a Life-Saving Station built by the United States Life-Saving Service in 1883, and a hunting lodge built by a private association in 1889. Public sentiment for a government agency to save shipwrecked sailors grew in response to numerous sea disasters along the Atlantic Coast in the 19th century. Shore-based rescue stations began with volunteers from the Massachusetts Humane Society (MHS) who built its first lifeboat station in 1789. The stations consisted of small shed-like structures housing rescue equipment used by volunteers. The rest of the eastern coastline remained unprotected until 1848, when New Jersey Congressman William A. Newell obtained \$10,000 from Congress to provide boats and equipment to aid shipwrecks off the coasts of New Jersey. The stations operated much like modern volunteer fire departments but lacked inspection or administration systems to insure adequate men and equipment (Noble 2001).

This rather informal system operated with limited success until after the Civil War, when a series of fierce storms spurred calls for a modernized rescue service. In 1871, Sumner Increase Kimball, a lawyer from Maine, was appointed chief of the Revenue Marine Division. Kimball worked to restructure the lifesaving network with an appropriation of \$200,000 and authorization from Congress to allow the Secretary of the Treasury to hire new crews of “surfmen” where needed. The Service built new stations, developed performance standards for crew members, and professionalized the organization (Noble 2001).

In 1874, stations were built in Maine and North Carolina. In 1875, the network expanded to include the Delaware-Maryland-Virginia peninsula, the Great Lakes, and the coast of Florida. Eventually, the Gulf and West Coasts were included, as well as one station at Nome, Alaska. Stations authorized in 1874 in Virginia included Assateague Beach Station, Wachapreague Beach Station, Hog Island Station, Cobbs Island Station, and Smiths Island Station. Between 1878 and 1882, Congress authorized four additional stations in Virginia, including Popes Island Station, Wallops Beach Station, Metompkin Inlet Station, and Parramores Beach Station (Turman 1964).

In 1878, the growing network of life-saving stations became the U.S. Life-Saving Service. The Service operated stations in three categories: life-saving, lifeboat, and houses of refuge. Full-time crews manned life-saving stations from November to April, the “active season,” when shipwrecks were most likely to occur. By the turn of the century, life-saving stations were manned year-round. Lifeboat stations were located at or near port cities on the Great Lakes where heavy lifeboats were launched directly into the water by railway on inclined ramps. Houses of refuge were equipped with one keeper, a single boat and a small shelter, and located on warmer stretches of coastline on the coasts of South Carolina, Georgia, and Florida, where shipwrecked sailors would not die of exposure. The Service rescued more than 28,000 vessels and 178,000 persons during its tenure, with only 1,455 individuals losing their lives (Noble 2001).

The first Life-Saving Service stations consisted of single utilitarian buildings measuring 42 by 18 feet. By the 1880s, larger station structures were designed in the popular architectural styles of the time, and usually included two or three structures with a main office building, boat house, and housing for the crew. Architects designed stations that looked much like beach resort homes with lookout towers (Noble 2001). There were at least six “types” of stations used by the Service, built by local contractors using standardized plans.

The Life-Saving Station on Wallops Island was depicted on 19th-century navigation maps for the area (Plate 3 shows the site in 1882 prior to construction; Plate 4 shows the site in 1892). It was located on one-half acre of land purchased by the Federal government from Thomas Taylor and Orris Browne in 1883 (Reidenbaugh 1978). J. Lake Parkinson, the assistant Superintendent for Construction with the Life-Saving Service, designed the main building. His design was called the “1882 Type” and used a mixture of Gothic Revival and Stick styles with dormers on each side and a watch tower (York 1983). The station was in Life-Saving District No. 6 under the direction of Captain Benjamin W. Rich, who served until 1901. During his tenure, more than 800 sea rescues were undertaken involving 6,300 people and \$8 million in rescued property. Only 45 people lost their lives in the period (Turman 1964).

By the early 20th century improvements in navigational technology, the rise of steam power, and the growing numbers of recreational boaters began to change the Service (Noble 2001). Those

changes, along with internal organizational problems within the Service, resulted in the Service's merger into what became the U.S. Coast Guard (Coast Guard). The Coast Guard was established by an Act of Congress in 1915 to bring together three Federal agencies that performed maritime services: the Revenue Cutter Service, the Steamboat Inspection Service, and the Life-Saving Service. Each agency was originally independent with sometimes overlapping authority. The mission of the newly unified agency was to save lives and vessels at sea and enforce the nation's maritime laws. In 1939, the Lighthouse Service was transferred to the Coast Guard. In 1946, Congress permanently transferred the Bureau of Marine Inspection and Navigation to the Coast Guard, adding merchant marine licensing and merchant vessel safety to the mission of the agency (USCG 2004).

The Coast Guard operated the Station on Wallops Island after 1915 as an adjunct to the main Coast Guard Station on Chincoteague Island. It was part of the Sixth District in the early years of the 20th century and later became part of the Norfolk District. Three Lifeboat Stations, including Wallops Beach, Popes Island and Assateague Beach, were managed from Chincoteague, along with the Killick Shoal Light Station (USCG 1918, 1941). The Wallops Beach station was operated essentially as it had been since 1883, with eight surfmen manning a station that was equipped to launch boats directly into the surf when needed. A 1933 nautical chart of the area shows the location of the Coast Guard Lifeboat Station on Wallops Island (Plate 5).

3.8.2 The Wallops Island Association 1889 - 1947

The Wallops Island Association, a group of hunting enthusiasts from Pennsylvania, built a series of structures on the island after 1889, as a resort and hunting lodge that they used until relinquishing the land to the Federal government in 1947. Those structures no longer exist on the island, but the group played a role in the eventual purchase and use of the island by the Federal government.

Wallops Island Association Organizational History

Local historian Thomas Reidenbaugh (1978) described the Wallops Island Association as “typical of many stylish northern gunning clubs ... established on Virginia barrier islands during the late 19th and early 20th centuries”. Groups of moneyed outsiders purchased property like Wallops Island to “... [establish] hunting clubs “to enjoy superb—and unregulated—availability of game” (Reidenbaugh 1978). Photographs, taken on the island in the late 19th and early 20th centuries depict families swimming, fishing, and playing on the beach. Those photographs also show a large, two-story frame structure, probably the clubhouse, with porches running along its front façade facing the shoreline (DeVincent-Hayes and Bennett 2001). The club members reached the island by sailboat from Chincoteague and traveled on the island by oxcart or horse and carriage.

In 1933, the Wallops Island Association became the Wallops Island Club. The club remained on the island until 1947, when the Federal government condemned the island for use as a Naval Ordnance Test Station on the north end of the island, and NACA's Auxiliary Flight Research Station on the south. After legal disputes concerning the Club's title to the land were settled, the island was transferred to the Federal government in 1949 as discussed below (Reidenbaugh 1978, Shortal 1978).

Wallops Island Association Site Development

Census records show that the island was home to at least 30 residents in 1800, although local historians agree that it probably became uninhabited as the century progressed until the construction of the Life-Saving Station and hunting lodge (Turman 1964, Reidenbaugh 1978). Ownership of the island reverted to Virginia due to unpaid taxes sometime early in the 19th century. In 1876, the entire island was deeded to Thomas Taylor and Orris Browne (Reidenbaugh 1978). In 1889, Wesley K. Woodbury of Philadelphia purchased the island for the Wallops Island Association for \$8,000, excluding land that contained the Life-Saving Station.

The club constructed at least three structures just north of where the Life-Saving Station was located, on the island's north end facing the Atlantic Ocean. By 1933, the facilities included the clubhouse, a large cottage, several ancillary structures, and attendant's cottages (Reidenbaugh 1978). The clubhouse and what had by then become the Coast Guard station were "completely wrecked" by a hurricane in 1933 (Figure 1). The Chesapeake-Potomac Hurricane of August 23, 1933, severely damaged the club's property, especially the clubhouse. That storm was the most significant hurricane of the decade. It reached Category 4 strength and caused 18 deaths and over a million dollars in damage (Watson 2004, NOAA 2004). The Accomack County *Peninsula Enterprise* reported on August 26, 1933, that "Wallops Island Club Guests and Coast Guard Spend Wednesday Night in the Woods" as having "had very narrow escapes from drowning." They are reported to have been driven from the clubhouse to the cottage by the force of the storm and later were advised by the Coast Guard to "take refuge in the woods." The cottage was remodeled to serve as a new clubhouse after the storm, replacing the larger structure. After the club relinquished the property to the Navy in 1947 the structures fell into disrepair and no longer remain.



Figure 1: Wallops Island Clubhouse, Date Unknown.

3.9 WORLD WAR I TO WORLD WAR II (AD 1917 – 1945)

The cultural development of Wallops Neck during this period was typical for the region before the construction of the Chincoteague Naval Auxiliary Air Station in 1942. The area was rural and somewhat remote, with residents working the land on small farmsteads and raising a variety of crops for their own use and for commercial sale. Watermen on adjacent barrier islands and inland

waterways procured a variety of seafood from the ocean, creeks, and tidal marshes. By the beginning of the 20th century, census records show Accomack County was home to 32,570 residents living on farms or in small villages. The magisterial district in which the WFF is now located, the Atlantic District, held 7,320 at that time. In 1900, the Eastern Shore was “far advanced in the production of commercial vegetables,” according to Eastern Shore historian Nora Miller Turman (1964). Vegetable canning also developed as a profitable business on the Eastern Shore after 1900, with tomatoes and other varieties of crops packed for shipment to markets elsewhere.

Eastern Shore farms and businesses remained profitable into the 1920s. Potatoes earned the highest prices at market and were “the quick money crop.” Turman (1964) notes that a variety of potatoes became the dominant cash crop in the early 20th century, with “Irish potato growing [becoming] ... so profitable that many families abandoned the custom of growing and storing food” for their personal use. The 1920 census recorded over 53,367 acres devoted to potato farming on the Virginia Eastern Shore. Farmland prices increased through the late 1920s as incomes grew. People bought more land on credit, or mortgaged their homes and farms to buy land for potato farming. The housing industry boomed as a result and as their incomes increased, farmers began to acquire indoor plumbing, mechanical refrigeration, and other hallmarks of 20th-century industrial America (Turman 1964).

The automobile became common after 1920 with automobile dealers, garages and filling stations springing up and competing for the best roadside locations. Chincoteague Island, located immediately east of Wallops Neck, became connected to the mainland by a causeway in 1922 and U.S. 13 was paved in sections from 1923 to 1931. Towns bypassed by the newly paved highway rushed to build hard surface roads to connect to it, recognizing that commercial competitiveness depended on taking advantage of the improved routes to market. Late model cars became common and a few families even had two cars (Turman 1964).

The Great Depression after 1929, and the drop of Irish potatoes prices, caused widespread unemployment throughout the potato industry, eventually affecting the entire Eastern Shore. By 1934, the demand for Irish potatoes had decreased, and the Eastern Shore potato crops became infected with tuber moths, which destroyed the crops while in storage. Families returned to growing and canning their own food to survive the economic depression. Yet Eastern Shore farmers were still able to take part in the mechanization of America with the first “horseless farm” operating on the shore in 1937 as a demonstration project by a farm implement manufacturer. That demonstration inspired local farmers to purchase tractors to replace their mules and horses, a change that occurred rather quickly throughout the Eastern Shore. Farm trucks began to replace wagons as well during the 1930s (Turman 1964).

In 1940 the Eastern Shore, and the area containing the WFF, was a quiet agricultural region somewhat remote from the outside world except for its commercial connections. Probably in response to the hard times of the 1930s, farmers began to replace the former one-crop system with a diversified array of products. Significant acreage was put into the Federal government’s “soil banks” and planted with soil-enriching beans or grains plowed under to increase productivity for a future time. Soybeans and the poultry industry become important to the local economy (Turman 1964). A new quick-frozen food processing plant in the area provided new jobs. The 1945 agricultural census showed significant acres of corn, Irish potatoes, tomatoes, and sweet potatoes grown on Eastern Shore farms, along with broccoli, lima beans, peas, string

beans, spinach, strawberries, and turnip greens. More than 5 million chickens were raised in that period, making the poultry industry a major player in Accomack County agriculture (Turman 1964).

The bombing of Pearl Harbor in 1941 and the onset of U.S. participation in wars in Europe and Asia changed the perception of the Wallops area as somewhat detached from the outside world and made the possibility of enemy attack a reality. Local residents prepared for that prospect with First-Aid classes, air-raid defense drills, and food rationing. Civil Defense and Red Cross organizations became active, as did air raid wardens. Telephone communications were quickly improved, even to islands in the bay, including Tangier, to ensure that communications were ready in case of a war emergency. Eastern Shore agriculture contributed to the war effort with over 12,000 acres planted in tomatoes, 26,000 acres in potatoes, and 33,000 also expanded to meet war needs (Turman 1964).

By 1942, it became even clearer that the Eastern Shore was to be directly drawn into the war with newspapers reporting that “Axis Powers Mine Virginia Waters.” During the remainder of the war the Civil Air Patrol, headquartered at the airport near Parksley, and small army posts on Chincoteague and in the town of Accomac worked to prevent sabotage and destruction of shipping by enemy submarines. At least 10 ships were torpedoed off the coast during the war and local residents heard the sound of explosions from the ocean side of the shore for much of the conflict’s duration (Turman 1964). The year 1942 also marked the purchase of land on Wallops Neck for the construction of a naval air station. By the end of the war in 1945, the base was home to over 2,000 personnel.

3.9.1 Wallops Beach Lifeboat Station 1936 – 1947

After the devastating hurricane of 1933 the Coast Guard decided to build a new station. The station, built in 1936, was called the Wallops Beach Lifeboat Station (001-0027-0100; WFF# V-065). The station and its Observation Tower (001-0027-0101; WFF# V-070) remain on the site. After deciding to rebuild, the Coast Guard transferred the land on which the former station stood, except for a 50-foot right-of-way to the beach, to the Wallops Island Association, in exchange for 3.22 acres located a quarter of a mile inland.

The new Wallops Beach Lifeboat Station was not an “open surf” station like the old facility, with boats being launched directly into the ocean. Instead, rescue boats reached open sea via a channel and boat basin dug to the rear of the island off Sloop Gut that provided access from Ballast Narrows to open ocean via the Chincoteague inlet (Reidenbaugh 1978). Navy documents from 1947 including a sketch map depict the building that remains today and describe it as “living quarters for the Lifeboat Station” (Moorer 1947). A board walk is also shown to the building’s rear connecting it with a boat house (Figure 2).

The Coast Guard and its predecessor, the United States Life-Saving Service, played a vital role as protector of shipping and human lives, and consequently the economic development of Virginia’s Eastern Shore. The presence and protection of the Wallops Beach Lifeboat Station and Observation Tower helped establish the Wallops and Chincoteague Island area as an important part of Virginia’s seafood industry and as part of the Atlantic shipping lane for commerce. The Wallops Beach Lifeboat Station continued the mission of protecting this section of Virginia’s coast from shipping disasters during the period 1936 to 1947 and was an integral part of the

Coast Guard's system of stations and lighthouses on Virginia's Eastern Shore. The Coast Guard decommissioned the facility in 1947.

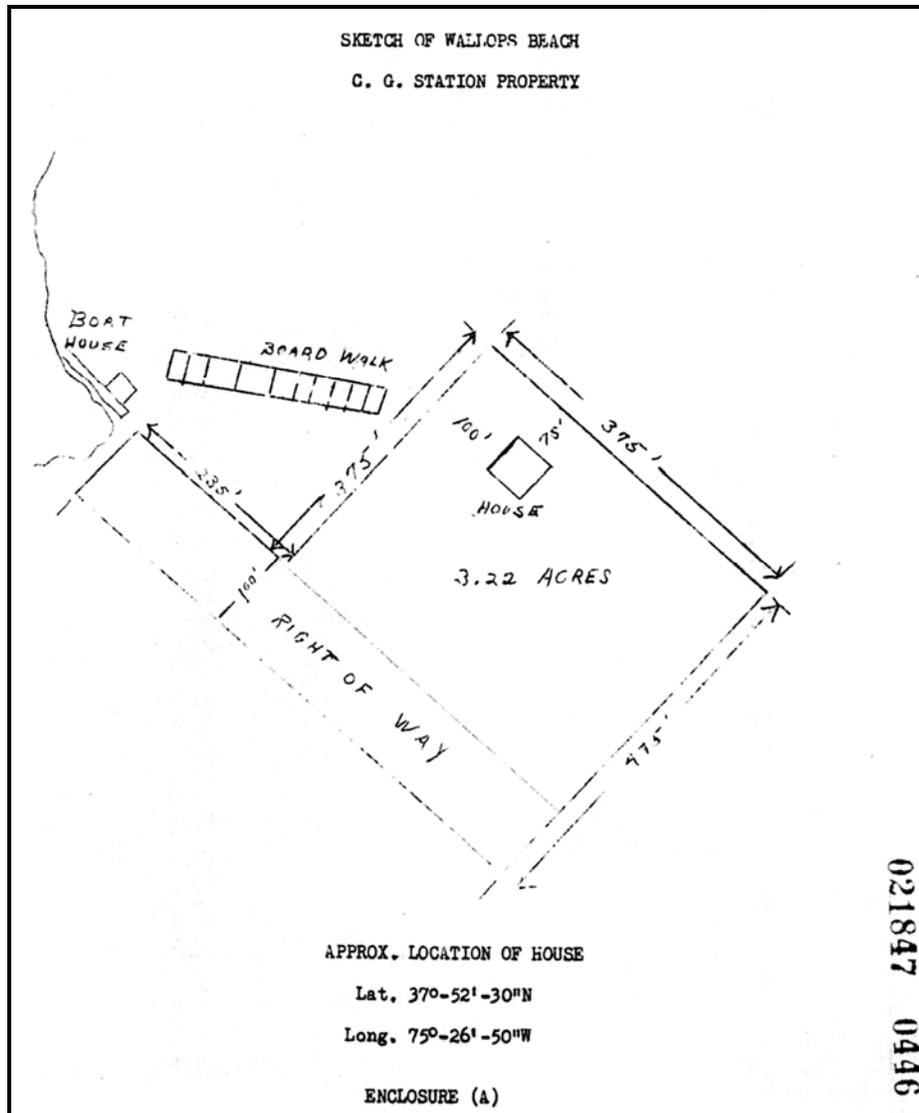


Figure 2: U.S. Navy Sketch Map of Coast Guard Property, 1947

The Lifeboat Station building was later used by the Naval Ordnance Test Station to house Navy personnel and Marine security personnel until the Chincoteague Naval Auxiliary Air Station and Ordnance Test Station was closed and the site was transferred to NASA in 1959 (Reidenbaugh 1978). NASA used the building on only one occasion to house a project group that was on the Island in the 1980s. The Navy Seals also used the building on at least one occasion for training. Over the years, the observation tower (001-0027-0101; WFF# V-070) and grounds were used at various times to set scientific equipment for short periods (Busby 2004).

3.9.2 Chincoteague Naval Auxiliary Air Station 1943 - 1959

The second government-owned facility in the study area was the Chincoteague Naval Auxiliary Air Station (CNAAS), followed by the addition of the Naval Aviation Ordnance Test Station (NAOTS) in 1946. The Navy completely transformed Wallops Neck from farmland to airfield after the Federal government purchased 2,230 acres in 1942 to build a training base for Navy aircraft carrier squadrons and to enable the Civil Air Patrol to conduct antisubmarine operations. Construction of the base began that year. The Navy formally commissioned CNAAS on March 5, 1943. By 1944, 209 officers and 1,303 enlisted men worked at a growing base whose main mission was to prepare naval aircraft carrier groups for service in the Pacific theater. The NAOTS, established to test ordnance and missiles, was opened at the base in 1946 and remained in operation until NASA took over the property in 1959.

CNAAS Organizational History

The CNAAS was an auxiliary to the Norfolk Naval Station (NNS). NNS was founded in 1917 as a training camp, and later became home to the Fifth Naval District Headquarters and the Naval Operating Base, which included a Naval Training Center, Naval Air Station, Naval Hospital, and Submarine Station. In 1943, NNS became the hub for a series of outlying airfields. New facilities were commissioned at Chincoteague, Whitehurst, Reservoir, Oceana, Pungo, Fentress, Monogram and Creeds, Virginia; and at Elizabeth City, Edenton, Manteo, and Harvey Point, North Carolina (Global Security 2004). The Chincoteague airfield was named for the nearby village of Chincoteague, three miles to the east on Chincoteague Island. The Navy men soon began to refer to it as “Chinco” (Shettle 1994).

The first operational mission at CNAAS was as a base for training aircraft carrier squadrons, including torpedo and “composite” squadrons. The first squadrons that arrived for training at CNAAS included those numbered VF-41, VT-17 (Torpedo Squadron 17), VT-8 (Torpedo Squadron 8), and VC-51. Both VT-8 and VT-17 went on to serve on the USS *Hornet*, which was sunk by the Japanese on October 26, 1942 (McKillop 2004).

The base mission changed late in 1943 when the PB4Y Privateers came “on board” (Coletta 1977). The Privateers were a squadron of patrol bombers who used B-24D Liberator aircraft. The Liberator was a long-range aircraft used by the Navy to patrol “vast reaches” of the Pacific Ocean (Carey N.D.). The Navy deployed Liberators in every theater of World War II because of the aircraft’s great range.

The Civil Air Patrol (CAP) also briefly used the new base from January to March 1943 for antisubmarine patrols (Shettle 1994). CAP was a civilian air defense organization founded in 1941 by citizens concerned by the meager defenses in place on the East Coast. Those fears were born out by the series of submarine attacks on tankers and freighters. CAP pilots provided their own airplanes and equipment to patrol the coast, report on enemy vessels, and in some cases to try to deter attacks until the military could intervene. CAP pilots later received bombs and depth charges after a grounded enemy submarine off Cape Canaveral, Florida, escaped before the military arrived. A CAP history from the Virginia Wing headquarters web page reports that

“CAP Coastal Patrols flew 24 million miles, found 173 subs, attacked 57, hit 10 and sank two. CAP became an auxiliary of the Army Air Forces on April 29, 1943. The military had resisted ‘those country-club pilots’ and their ‘toy planes,’

but 21 CAP Coastal Patrol bases from Maine to Texas had soon deterred close-in submarine operations. By August 31, 1943, it was time for Coastal Patrol to stand down. A German commander later confirmed that coastal U-boat operations were withdrawn ‘because of those damned little red and yellow airplanes’” (Virginia Wing CAP 2004).

After the war the PBYs were replaced by the Carrier Air Support Unit (CASU). The CASU mission was to train carrier-based squadrons and personnel. Many squadrons trained at CASU, including the USS Franklin D. Roosevelt, launched in 1945 as the *Coral Sea* (CVB-42) and renamed in 1945 following the death of the President (Naval Historical Center N.D.). CASU training activities were discontinued by 1949 and the base focused its mission on ordnance testing.

Main Base Site Development 1942 - 1945

CNAAS was built on Wallops Neck on land obtained by John Wallop in 1682 via a Crown Patent. That land was subdivided during the 18th and 19th centuries and sold to many different individuals. The Federal government purchased 2,230 acres of farmland on Wallops Neck in 1942 from local farmers Jetter Savage and William H. Hickman, for \$100,000 (Colletta 1977). A 1938 aerial photograph (Figure 3), taken by the Federal government in preparation for

purchasing and developing the site, shows seven small farmsteads and associated cultivated acreage where the WFF is now located (Martucci 1996). The farm structures shown on the 1938 aerial photograph were demolished during construction of CNAAS in the 1940s and the extension of runway 17-35 during the 1950s.

The Virginia Engineering Company of Newport News, Virginia, constructed the first buildings at the Naval Air Station. The company was a major contractor with the Federal government

and also built the Norfolk Naval Station and Walter E. Hoffman U.S. District Courthouse in Norfolk, Virginia (Colletta 1977). The first buildings here were classified as temporary

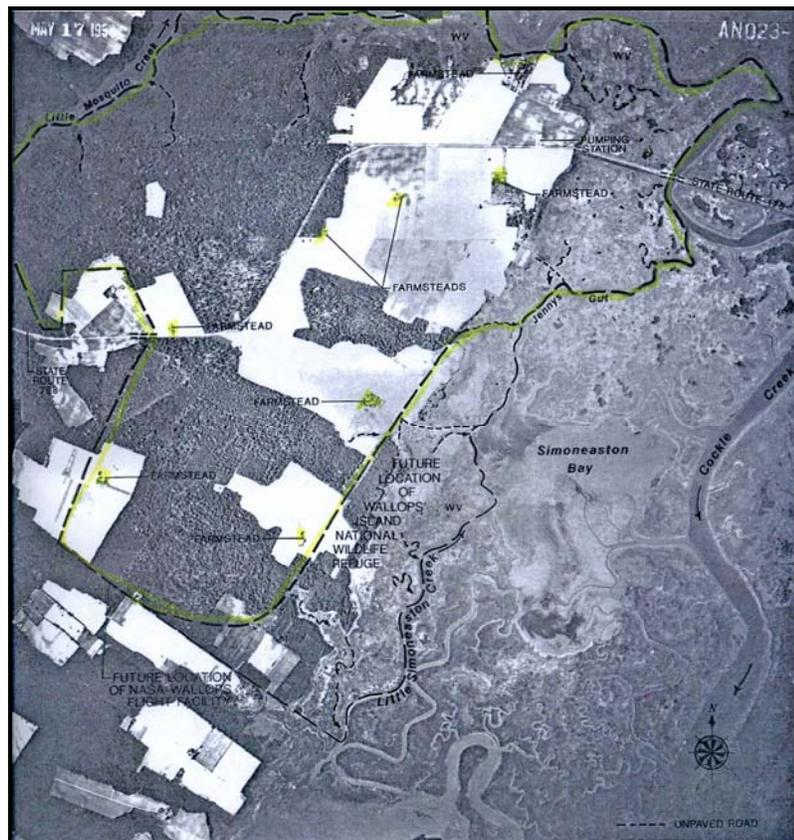


Figure 3: Aerial View of Future WFF Site 1938

structures, revealing a sense of uncertainty that the air station would be needed after the close of the war. A site map updated through the summer of 1944 (Plate 6) and a 1945 facility report (U.S. Navy 1945) provide an understanding of how the base appeared, and the number and types of buildings that existed, at the close of the war.

The CNAAS-era base at that time was quite different from what remains today. The Schedule of Buildings from the 1944 map lists 74 main buildings and structures. The schedule also cites “buildings not listed,” and at least 60 of these structures can be seen on the map, including temporary Quonset and “victory” huts (16 by 16-foot prefabricated buildings), two sewage treatment plants, and various small, unidentified ancillary structures.

The 1945 facility report provides an idea of the carrying capacity of the base with square footage figures within specific categories. Under the category of Personnel Facilities, the base had over 62,000 square feet of buildings available for enlisted quarters and over 42,000 square feet for officer’s quarters. A Physical Training and Recreation Facility is listed, the Physical Fitness Building, that remains today as the Gymnasium in modified form (001-0027-0014; WFF# D-010). There were no married personnel quarters at this time, nor was there a chapel, brig, commissary, or bakery on base. There was 7,812 square feet of laundry space with the capacity to clean the clothes of 2,000 men every 48 hours. Under the category of Personnel Service facilities, 3,573 square feet was available for a “Ships Service Facility.”

There were no administrative buildings listed under the category of Administrative and Training Facilities, but instead there was Squadron Office space in the amount of 10,388 square feet and Instruction Building space in the amount of 20,024 square feet. Under Storage Facilities, 7,168 square feet were devoted to aviation stores, 3,336 square feet for inflammable stores, and 2,864 feet for cold storage. There were also several aviation fuel storage tanks.

The airfield utilized three hangars in 1945 – two small hangars that no longer exist and one large hangar that remains today in modified form (001-0027-0011; WFF# D-001). Three runways existed in 1945. Runway 10-28 remains much as it was in 1945, with a length of 600 feet and a width of 150 feet. Runway 17-35 is also much the same, with a length of 4,800 feet and a width of 150 feet. Runway 4-22 was significantly shorter during this period, with a length of 5,100 feet and a width of 150 feet (it is 8,750 feet in length today). At some time prior to this period, the original control tower depicted on the map was relocated to another location on the base, and is no longer extant. The present tower (001-0027-0001; WFF# A-001) is depicted on a base map from 1957 (Plate 7).

In 1945, the working core of buildings on CNAAS consisted of a dense cluster of structures primarily located between what was the Main Base entry road (today the corner of Stubbs Boulevard and Fulton Street), south of Runway 10-28 and west of Runway 4-22. Today’s Fulton Street was then the location of Highway 175, that passed immediately south of the base and curved around the bottom of Runway 17-35 before returning to the roadbed in existence today.

Six main buildings from the World War II construction era remain in 2004. Of those, only the Transportation Building (001-0027-0002; WFF# A-003) and water pumping station (001-0027-0012; WFF# D-004) have not been architecturally altered. The rest have undergone a variety of modifications and/or additions. Eight components of the sewage treatment plant remaining in 2004, located northwest of the west end of Runway 10-28, were also in place in 1945. Nine underground magazines of the 11 in existence in 1945 still exist in 2004.

3.10 THE NEW DOMINION (AD 1945 – PRESENT)

The region in which the research area is located did not change dramatically after World War II. However, the government-owned and operated facilities on Wallops Neck and Island did, bringing new employment opportunities for local residents and new organizations and activities to the Base and island. From 1945 to 1946, the island became the location of the Auxiliary Flight Research Station, and from 1946 to 1948, became the Pilotless Aircraft Research Station, both operated by the National Advisory Committee for Aeronautics (NACA). NACA used the island for high-speed aeronautical research involving rocketry. The CNAAS Main Base and island sites also saw modified missions from 1946 to 1959 with the introduction of the Naval Air Ordnance Test Station (NAOTS) and a portion of the island becoming a test range for a variety of ordnance. The research area changed ownership and missions once again in 1959 when the National Aeronautic and Space Administration (NASA) took over the site. Until 1974, the site was involved in aeronautic and Cold War-related research activities of various kinds as NASA's Wallops Station. From 1975 to 1982, the site was a launch site for suborbital and orbital vehicles known as the Wallops Flight Center. In 1982, the site became the Wallops Flight Facility, consolidating with the Goddard Space Flight Center and becoming a primary facility for a variety of NASA research programs.

3.10.1 Research Area Overview

Accomack County lost 109 "Shore men" during World War II, thus the end of the war in August 1945 brought great relief and rejoicing, as it did throughout the country. The region hoped to return to the pursuits of the pre-war years: farming, fishing, and family life. However, changes were about to occur on Wallops Island as the Federal government surveyed it in May, 1945, in preparation for purchase of 80 acres for a rocket test range to be operated by NACA. Construction of temporary facilities began on May 10 and the first was rocket fired on June 27, 1945. In the same period, the Navy converted CNAAS to a training and research center, bringing increased opportunities for local people to obtain employment at the base.

After the war, the Eastern Shore economy began to flourish once again. Prices were strong for the region's farm produce and canning factories continued to show strong demand. Demand for durable goods (electric refrigerators and other household appliances) was high, the housing industry boomed, and industry was doing well. Television came to the Eastern Shore in the late 1940s (Turman 1964)

The railroad through the Eastern Shore was used to capacity during the war years, but changes in transportation came rapidly after 1945. Cargo trucks moved most of the produce as roads improved. The automobile increased its role in the life of the Eastern Shore. Demand for cars from returning veterans was high and more residents than ever before wanted new automobiles. The effect of the automobile on the Eastern Shore was mixed. The new transportation made it easier for residents to think of commuting longer distances to jobs and shopping. Yet some small town stores and business saw a steep decline in profits; a number of small villages became nothing more than a collection of houses surrounding vacant store buildings and a church (Mariner 1968).

U. S. 13 was obsolete by 1945 and the highway commission began widening it that year, effecting additional transportation-related changes in the area. By the 1960s, residents would think nothing of traveling 80 miles round-trip to shop in Salisbury, Maryland. The smaller towns

saw many small traditional businesses dwindle except those that sold, serviced, or fueled automobiles (Mariner 1968). Construction began in 1960 for a bridge and tunnel system from the tip of the Virginia Eastern Shore to Virginia Beach with the Bridge-Tunnel opening in 1964. The improved connection to the Eastern Shore made recreation businesses more viable and lessened the sense of the Eastern Shore being a world unto itself (Turman 1964).

The growth of government and military installations led to growing concern for waterfowl and other wildlife in coastal areas. The Federal government responded by purchasing the Virginia part of Assateague Island in 1945 and established the 8,809-acre Chincoteague National Wildlife Refuge. Prime oyster grounds (250 acres) were also purchased and leased to watermen.

Virginia's government established wildlife areas elsewhere on the Eastern Shore. Wild ponies owned by the Chincoteague Volunteer Fire Department were allowed to stay in wildlife areas on Chincoteague Island. The annual "pony penning" and round up began growing in popularity, with people traveling great distances to see the event

The 1950s closed with a smaller population on the Eastern Shore than at any time in the 20th century. The population of the Virginia Eastern Shore in 1960 was 47,601 (Turman 1964). The number of farms was less than half the number recorded in the 1945 census. At the same time, the average size of farms increased and the farming industry became mechanized. Nevertheless, human labor was still necessary on produce farms. In 1960, Eastern Shore farms employed more than 10,000 migrant workers at the height of harvest season. Principal crops listed on the 1960 census include 36,326 acres of soybeans, 30,075 acres of other vegetables, 19,061 acres of Irish potatoes, 14,682 acres of sweet potatoes, 11,708 acres of tomatoes, 6744 acres of snap beans, and 990 acres of strawberries. In the early 1960s, ornamental shrub and plant growing became a profitable industry. The poultry industry continued to thrive, as well as canneries, frozen food plants, and the seafood industry (Turman 1964).

Life on the Eastern Shore in the 21st century is much like it was in the 1960s. The area is still known for its produce, poultry, and seafood industries, as well as its extensive recreational facilities. Yet in the early 1990s, residents and elected officials faced high poverty rates, high unemployment, low median incomes, and widespread substandard housing – all brought on by the diminishment of the farm and seafood industries (Gallagher 2001). The Eastern Shore's economy, traditionally based on seafood and agriculture, had to diversify in order to remain viable. Progress is evident as unemployment in 2001 ranged from two to four percent and median income began to rise. An emphasis on compatible development has generated \$30 million in new public and private funds invested in the Eastern Shore from 1993 to 2001 (Gallagher 2001). Recent additions to the Eastern Shore's economic base include manufacturers of diagnostic fluids, communications electronics, and corporate training software.

Entrepreneurial activity is also strong – successful local firms make mosaics, sculpture, roof trusses, specialty foods, presentation displays, and other products (Eastern Shore.Org 2004).

The population of the Shore was 51,398 in 2000 with a labor force of over 21,000 people. Tourism represents a \$95 million industry, with Chincoteague Island and the Assateague National Seashore drawing more than 1.5 million visitors a year (Gallagher 2001). The largest employers in Northampton and Accomack Counties in 2004 are the Perdue and Tyson Farms, which process poultry with 1,600 and 900 employees, respectively. The public schools employ more than 1,500. NASA's WFF employs approximately 750 people, including contractors. The Navy's Surface Combat System's Center employs 300 people on Wallops Island, and the

National Oceanic & Atmospheric Administration (NOAA) Command and Data Acquisition Center just outside WFF's Main Base employs 100 people (Eastern Shore.Org 2004).

3.10.2 Naval Air Ordnance Test Station 1946 – 1959

In 1946, the Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the Navy discontinued aircraft carrier training at the base and in 1951, CNAAS became a Naval Air Facility with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959.

Organizational History

The Navy's Bureau of Ordnance (the Bureau) had been looking for a new place to conduct secret tests of aviation ordnance since early in the war. The Bureau's primary mission was a broad range of design, development, and manufacturing activities needed to arm Navy ships and aircraft. An historian of the Bureau lists the agency's responsibilities as including "the design, development, procurement, manufacture, distribution, maintenance, repair, alteration, and material effectiveness of naval ordnance" including "research and the operation of storage and terminal facilities for the storage and of ammunition" (Slover 1957). Ordnance comprises "the physical equipment pertaining to weapons including explosive ordnance (gun ammunition, torpedoes, mines, bombs, rockets, and inert ordnance), projecting devices (guns, launchers, and release gear), protective armor, and all the equipment needed to operate and control weapons"; aboard ship ordnance refers to all elements that come under the general term "ship's armament" (Slover 1957).

The Federal government first planned to condemn Wallops Island and purchase it from the Wallops Island Club for that purpose, but put those plans on hold until after the war. The Naval Ordnance Test Station in California had been conducting missile tests for the Bureau of Ordnance since before the war. In 1946, the Navy transferred that entire operation to CNAAS/NAOTS, including guided missile testing facilities, personnel, and aircraft (Colletta 1977).

The Navy originally planned to open a testing range for NAOTS on land south of the base to launch missiles and artillery out to sea over northern Wallops Island. They dropped that idea when they encountered harsh criticism from local fishermen who used the Chincoteague Inlet (Reidenbaugh 1978). Wallops Island again became of interest for that purpose but in the interim had become the home of another Federal agency, NACA. NACA began building temporary facilities for their Auxiliary Flight Research Station in 1945 on a portion of land on the south side of the island in a lease arrangement with the Wallops Island Club. NACA eventually purchased the entire island from the club and granted the Navy a land-use permit to conduct their operations on the north end of the island (Reidenbaugh 1978).

From 1948 to 1959, NAOTS conducted bomb drops and firing on the island. One account of the base described the tests in the early years as a "four-ring circus," with different activities occurring simultaneously: an air squadron, VU-4, flew targets, drones, and banners for ships to "sharpen their shooting eyes;" another squadron flew targets for new weapon research; while two Guided Missile Training Units, or "Gumtoos," tested guided air-to-water missiles.

In 1950, the base was redesignated as a Naval Air Facility and in 1951, a new mission was received:

“To develop, test, and evaluate aviation fire control systems, aircraft guns and associated components, short-range guided missiles and aircraft missile launchers. Perform countermeasure tests, and investigations of electronic and infrared guidance systems, including the collection of data as required by the Bureau of Ordnance” (Colletta 1977).

Classified tests for the Operational Development Force, Atlantic, and testing of the Grumman F8F Bearcat (sometimes described as the “hot-rod” of World War II Navy fighters), were also carried out at NAOTS. The Navy introduced field carrier landing practice with jet aircraft in this period and tested Navy missiles including the Kingfisher, Petrel, and Grebe. Test of the 30-millimeter machine gun, the first of its kind designed and manufactured in the United States, also took place on the island during this period.

The Bureau’s interest in NAOTS began to wane during 1948 and 1949, when the agency made major investments in testing ranges in Point Mugu and Point Arguello, California. The Navy decided to help clear the way for the government to purchase the entire island for NACA’s growing research facility. Later activities through the 1950s, after ordnance testing was discontinued at the base, included hosting planning conferences for destroyer officers, gunnery exercises for squadrons from other stations, and training for Ordnance Reserve officers (Colletta 1977). The Navy closed Chinco and transferred the base to NASA in 1959.

CNAAS Main Base Site Development 1946 -1957

After 1945, the CNAAS Main Base expanded geographically and changed architecturally. Base maps from (Plate 6, 1944, and Plate 7, 1957) provided an understanding of the major changes that took place on the base. The pattern of development in this period set a precedent for future base changes. Buildings were removed and replaced relatively quickly, new structures were built using simple and readily-available materials, and structures were altered to suit changing mission needs. Of 74 pre-1945 major buildings and 60 ancillary structures, only 19 major buildings and 16 ancillary structures remained in 1957. This reflects the change in base mission, technological changes, and the need to replace temporary buildings as the Navy began to make a longer-term commitment to the site.

The most striking changes occurred in base housing and services. Because housing for military personnel was scarce in the surrounding community, the Navy made a significant commitment to providing quarters for its enlisted men and officers. This is reflected in the increase in family housing for both officers and enlisted personnel, the construction of a kindergarten, in place by 1953, and plans that year to build an elementary school (which was never constructed). By 1957, three of the earlier enlisted men’s barracks, probably of wood construction and located in a group between Andersen and Jensen Streets, were removed, along with adjoining latrines. Ten small enlisted men’s houses, described as “low cost housing” on the 1953 map, were built in a line along the main entrance road (now Stubbs Boulevard). A large, dense cluster of buildings was located just north of the main entrance and consisted of 55 units of family enlisted men’s housing, 42 units of “low cost housing,” the kindergarten building, and a bus stop for older children transported off-base for their education. None of these structures remain in 2004.

Two family officer apartment buildings were built in 1946 on Bliss Street (001-0027-0043; WFF# F-001 and 001-0027-0044; WFF# F-002), along with two similar buildings for bachelor officers (001-0027-0046; WFF# F-004 and 001-0027-0047; WFF# F-005). Single-family ranch style dwellings for married officers were built in 1947 and 1949 along a new road extending northwest from the main gate, Cartledge Drive, and around two roundabouts, Munson Circle and Odum Court, consisting of 49 houses. In 2004, 23 of these house remain (001-0027-0060; WFF # H-002 through 001-0027-0077; WFF # H-021; and 001-0027-0079; WFF # H-024 through 001-0027-0083; WFF # H-028).

Two small houses for married enlisted men, somewhat oddly sited away from the larger clusters, were also built southeast of the Pierce Street development, perhaps in anticipation of additional houses in what was an empty area. The base also contained nurses' quarters by 1953 and a trailer park with a laundry building. A privately owned apartment complex called Tom's Cove was constructed after 1953 near the entrance to WFF for civilian employees and their families, since private living quarters were relatively scarce in the area.

Also under construction in 1953 were five large concrete barracks on Fulton Street. These structures were three stories tall and each could accommodate 172 men (001-0027-0046 to 001-0027-0050; WFF# E-104 to E-108). They were the only major buildings on base designed with some attention to prevailing 20th-century architectural idioms. The buildings showed elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction, and smooth wall surfaces. The buildings remain today in altered form with contemporary spray-on stucco on their exterior walls, various additions on and between buildings, and replacement windows and doors.

The majority of buildings constructed in this period were designed not as architectural statements but as functional structures using simple and inexpensive materials. Storage buildings and buildings used for base maintenance purposes were constructed of concrete block or reinforced concrete with flat or minimally sloping roofs, simple window and door systems, often using systems designed for industrial structures, such as steel casement window, steel roll-up garage doors, and the like. Administrative or office buildings were constructed with brick veneer exteriors and simple wood window systems and doors. Among these were the Administration Building built in 1946 (001-0027-0048; WFF# F-006), the collection of one-story structures discussed above across from the Administration Building on Bliss Street built in 1946 (001-0027-0043 to 001-0027-0047; WFF# F-001 to F-005), and the small married officers' houses on Cartledge Avenue (001-0027-0073 to 001-0027-0077; WFF# H-017 to H-021) built in 1947.

The 1953 base map shows the extension of runway 4-22 underway and the proposed relocation of State Highway 175 to accommodate an extension of the base approximately 2.5 miles to the south to accommodate the runway expansion. Those changes are in place by 1957, along with a new Research Hangar built in 1957 (WFF# N-159), a Data Analysis Lab (001-0027-0099; WFF# 161) and Complex Telecommunications Building (WFF# 162).

NAOTS Site Development on Wallops Island

Construction on Wallops Island for NAOTS testing was minimal and consisted of temporary structures and targeting devices. NAOTS built several target areas for aerial bombardment, with the most elaborate located on the north-central part of the island consisting of an extensive system of ground markers for pilots to target. Sea targets were anchored offshore. Targets for

aerial strafing runs and a gunnery range were constructed on the beach for firings out to sea. NAOTS did not drop live bombs on Wallops Island during its tenure there. Live bombs, including incendiary and trench-digging bombs, were instead dropped on Gunboat Point, a sand spit just north of the island. Only practice bombs containing smoke charges were used for testing on the island itself. A series of observation towers was constructed for photography and theodolite stations (a surveyor's instrument that is placed on an elevated shore-based vantage point) at various points around the Navy's portion of the island (Reidenbaugh 1978). One observation tower from this period (001-0027-0103; WFF# V-130) remains on the north end of the island; all other structures from this period on the island have been removed.

3.10.3 The Development of NACA Prior to the Pilotless Aircraft Research Station

A phase of development in the study area simultaneous with the growth and developments at CNAAS/NAOTS involved a third organization created by the Federal government, the National Advisory Committee for Aeronautics (NACA). NACA began an aeronautic research program, the Auxiliary Flight Research Station (AFRS), in 1945 at its Langley Memorial Aeronautical Laboratory (Langley). As a part of that program Langley set up a facility on Wallops Island to conduct tests using rockets. That testing station was later called the Pilotless Aircraft Research Station (PARS). Both testing stations were commonly referred to as "Wallops." The title AFRS applied to both to Langley and Wallops with Langley providing research staff and the Wallops site as the location for testing. The following section describes the growth of NACA, its creation of an aeronautic research facility at Langley Field, and the activities that led to the creation of a research station for "pilotless aircraft," better know as missiles, on Wallops Island in 1945.

The Development of NACA

NACA was born as the Advisory Committee for Aeronautics and was established by an Act of Congress in 1915. Congress authorized the committee to "direct and conduct research and experiment in aeronautics." It became customary to refer to the Committee with the prefix "National," and it soon became officially recognized as the National Advisory Committee for Aeronautics. NACA consisted of 12 volunteer members who met semiannually in Washington, D.C., and included two members from the War Department, two from the Navy, a member each from the Smithsonian, the Weather Bureau, and the Bureau of Standards, and five additional members from the aeronautic field. Although intended to be a civilian entity, NACA's original membership set a precedent for the future; NACA remained primarily responsive to the military as a customer throughout its history (Wallace 1997).

NACA's establishment came during a time described by one historian of the period as "accelerating cultural and technological change." Although it was clear that the country was leading the world in many aspects of technological research and development, that success was not as apparent in the aviation field, despite the celebrated flights of the Wright brothers near Kitty Hawk in 1903. Many national leaders felt a "growing uneasiness" as the "gathering whirlwind of World War I" and the accelerated sophistication of European aviation created a desire to boost the country's efforts to "catch up" with advances elsewhere (Bilstein 1989).

Aviation was still in its early stages of development, with the pioneers of powered flight struggling to understand basic aeronautical engineering concepts and the atmospheric conditions

that affected flight. Many believed that the Europeans especially had outdistanced the United States, and that the war was demonstrating that America was far behind in military and commercial applications of flight (Wallace 1997). The Germans had successfully used dirigibles to bomb British cities from long ranges, and others were using airplanes for reconnaissance and pursuit. It seemed clear that America needed a research facility to match aeronautical research efforts and successes overseas (Bilstein 1989).

NACA's creators hoped that the committee would facilitate the discovery of innovative and practical solutions to a range of engineering and scientific problems in the aviation field. NACA was to be an advisory committee that would identify problems and pass them along for research to government agencies or university laboratories (Bilstein 1989). Yet its charter left open the possibility for opening an independent laboratory, and the committee began immediately to lobby to undertake research in its own facilities. Before the end of the war, plans were underway to do so. Collaboration took shape over the next several years with the U.S. Army and their new airfield near Hampton, Virginia, called Langley Field. NACA opened the Langley Memorial Aeronautical Laboratory (Langley) there after the base opened in 1920. The first 11-person facility consisted of an atmospheric wind tunnel, a dynamometer lab with instruments to measure amounts of force, an administration building, and a small warehouse (Bilstein 1989).

Langley's wind tunnels and accompanying research received "worldwide acclaim" in the aeronautic field in the coming years. A close collaboration between NACA, the military, and private industry eventually brought recognition to the United States as a leader in the aeronautic field (Shortal 1978). Langley helped spur a revolution in aviation with studies that led to increased refinement of wing design and investigations into aerodynamics. By the 1930s, NACA and its collaboration with military and civilian aviations research played a major role in helping create sophisticated, streamlined, metal aircraft that flew at high performance speeds. While America's economy diminished during the Great Depression, its aircraft industry reached "new levels of excellence," due at least in part to the work at Langley (Bilstein 1989).

NACA's Langley engineers came from all over the country as the facility offered "superb facilities for practical research." The aeronautic field underwent a professional transformation in the 1920s and 1930s, as more university programs began to offer "aeroengineering" courses at more than a dozen schools across the country. By 1929, more than 1,400 students were pursuing advanced studies in theoretical aerodynamics. Under funding from the Guggenheim Foundation, California Technical University (Caltech) and other schools helped advance the country's field of aerodynamic theory, and Caltech's graduates especially, began to dominate the country's academic programs. The fundamental research and experimental programs that resulted profoundly influenced the growth of America's aviation field (Bilstein 1989). Many of those creative professionals found their way to Langley.

The staff at the Langley facility grew to over 100 by 1925. Langley's first wind tunnel, completed in 1920, could sustain wind speeds of 120 MPH, making it one of the worlds finest. The engineers used the tunnel to "scale up" data using small test models. They soon realized that future theoretical advances needed even better data. That information could only come from a "closed circuit" design with more uniform airflow that permitted pressurization as well as humidity control. This new "variable density" tunnel was constructed after 1922 and soon established itself as "the primary source for aerodynamic data ... in the United States, if not the world" (Bilstein 1989). The variable density tunnels made major strides in the development of

airfoils that greatly affected the performance of aircraft. Using these facilities, NACA's engineers also pioneered "low drag cowling" designs that dramatically improved the maneuverability and speed of aircraft.

Langley also conducted research using full-scale test flights with aircraft, and in the process helped establish standards for flight-testing. Test flight information provided comparison with tunnel data to judge the reliability of information derived from the tunnels. Langley pioneered in developing aircraft operators who also became pilot/engineers. By 1925, Langley employed 19 aircraft for testing purposes.

NACA's role in aeronautical research at Langley remained significant from 1930 to 1945. A Propeller Research Tunnel provided significant information that resulted in a new generation of aircraft with retractable landing gear that provided a savings of almost 40 percent in efficiency by diminishing wind drag. Other investigations affected the shape of airplanes with research that reconfigured the location of engines and the shape and placement of wings to lessen drag and improve speed. During the 1930s Langley introduced several innovative research instruments. A full-size wind tunnel provided data that contributed to the evolution of the modern airliners of the 1930s. A refrigerated wind tunnel became an important tool to understand ice formation on wings and propellers. A free-spin tunnel provided data with which to improve maneuverability while avoiding deadly spin tendencies, and a hydrodynamics test tank helped solve problems related to the design of seaplanes by towing hull models to simulate takeoff. Among the notable aircraft tested at Langley in the period were the Boeing 247 and the Douglas DC-1, both of which led to the classic DC-3.

A design revolution occurred in the aviation field, due to research at Langley and elsewhere, that profoundly affected both commercial and military aircraft. The Langley operation provided design support to the divergent interests of commercial airline operators who increasingly demanded safety and efficiency, and the military, who sought improvements in speed and maneuverability. By the late 1930s American commercial airliners like the DC-3 became the world standard and were widely used by foreign companies on international routes. Commercial carriers like Pan American World Airways helped create a world network that matured in terms of marketing and the ability to attract a growing customer base. NACA's engineers provided key components of airplane design for almost every major type of aircraft in production at the time.

After 1930, the needs of the armed forces began to take precedence as the military's aviation capacity matured. The Air Force soon became able to launch combat planes like the Curtiss P-40, which could stand up to the aggressive fliers and machines built by Germany and Japan. New medium and heavy bombers, including the B-17 Fortress, powerful monoplanes like the Grumman Wildcat, dive-bombers and patrol planes, all profited from research at NACA's laboratories. By the start of the next World War, the American aviation industry was in far better shape than it had been when the First World War began, and NACA played a significant role in that development (Bilstein 1989).

3.10.4 The Auxiliary Flight Research Station Facility on Wallops Island 1945 - 1946

Organizational Development

World War II brought changes to NACA and its relationship with the military grew even closer. The Committee expanded its research capabilities after 1940, and built new facilities to service both the military and commercial the aircraft industries (Ames Laboratory in Sunnyvale, California) and to provide data on aircraft engines (Lewis Laboratory in Cleveland, Ohio). Most of America's fleet of warplanes was tested by NACA during the war, with over 100 specific military aircraft designs and more than a dozen missiles being tested at one facility or another (Shortal 1978). In addition, two fields of research inquiry became of great importance due to the war effort: high-speed flight and missile development. New facilities and new research techniques were required to keep up with the increased wartime demand (Wallace 1997).

Flight speeds had risen steadily during the 1920s and 1930s, with powerful new engines and increasingly efficient aircraft design. Yet, aerodynamic effects created buffeting and a loss of control as aircraft approached the speed of sound. Research into transonic (close to the speed of sound) flight was being held back by the strange things that happened in wind tunnels during testing at these speeds. Test data became inaccurate due to shock waves caused by air rebounding off tunnel walls. One NACA solution was to open a High Speed Flight Station in 1946 near Edwards Air Force Base in California, where the testing of new designs at these speeds led to the development of the famous X-series of aircraft. Two other strategies were found to overcome wind tunnel deficiencies – propelling models to high speeds with rocket motors and dropping test devices from high-flying aircraft (Wallace 1997). Each of these strategies also required new facilities.

Langley's acting Engineer-in-Charge, John W. Crowley, was appointed head of a Special Flying Weapons Team charged with overseeing missile research at the laboratory. The team recommended establishment of an Auxiliary Flight Research Station program to conduct research using high-speed flight via missile tests. The testing site would need to be an unpopulated place with suitable range distances to fire rockets to propel unmanned aircraft models, and locations parallel to the flight path to construct tracking stations – all within a reasonable distance of Langley. A nearby military base and airfield was also needed for security and safety. After looking at other, possible locations, Wallops Island was chosen as the testing facility and funds were quickly appropriated to open the base and commence research as soon as possible (Wallace 1997).

Dr. Robert R. Gilruth of Langley's Flight Research Division was chosen to lead the Auxiliary Flight Research Station program and began to prepare both the Langley and Wallops site for rocket testing. Gilruth was chosen due to his record of practical management and that he understood “the need for high-speed data and the inadequacy of wind tunnels and airplanes for gathering data in the transonic speed range” (Shortal 1978). A missile laboratory for the program was built at Langley and this portion of the AFRS was responsible for coordination of missile research, preparation of missiles for flight tests, and engineering and analysis. Langley retained direct responsibility for staffing both sites and operating the launch site at Wallops. From the beginning, the operations at Wallops would require that Langley's personnel travel to Wallops for each rocket launching.

Langley needed research staff, Wallops needed operations staff and Gilruth built a staff of research engineers at Langley for the AFRS program and an operations crew at Wallops by transferring engineers from other divisions and by some new hires. By 1946 there were 40 research engineers assigned to the AFRS. Men were hired as need at Wallops. Germain Brown was chosen as the first employee assigned to Wallops AFRS as Resident Engineer in charge of construction and operations.

Temporary facilities were hastily constructed and the first test rockets at Wallops were launched on June 27, 1945 (NASA 1994). Their purpose was to test the CW (Doppler) radar that would be used for measuring the velocity of missiles at the site. Eight 3.25-inch rockets were fired in a direction parallel to the beach to simulate what would be the path of the first test missile launching. NACA engineers had no experience with rocket motors at the time, so Navy personnel handled the first firing. "In general the operation was successful," according to one of the participant's diary entries (Shortal 1978).

Wallops quickly became host to a number of projects related to aeronautical research. The island's southern tip was used for a drop zone for free falling models. Balloon launches were used to test atmospheric conditions in support of flight operations. A wind tunnel known as the Pre-Flight Jet was erected to study ramjet designs (ramjets were engines that used the forward motion of flight to force air necessary for combustion through a tube, instead of using a compressor to do so).

The first project tested for a client at Wallops was the Tiamet missile, the Army Air Force's first air-to-air guided missile. Ten missiles of this kind were launched from 1945 to 1948 to investigate automatic control systems, the first on July 5, 1945. The Tiamet program not a success, as was the case with other subsonic air-to-air missiles at the time. Interest at Wallops and elsewhere shifted to supersonic missile systems (Wallace 1997). A series of Research Missiles (RM-1) incorporating solid fuel rocket motors became the site's research agenda over the next year. Among the supersonic missiles tested at Wallops was the Navy Lark Missile. In 1945, a "freely falling body" program was also set up. Originating at Langley in 1944, this research used heavy "bodies" resembling bombs that were dropped from airplanes at high altitude and tracked by radar to test the aerodynamic qualities of models. Research activities continued throughout World War II on Wallops Island, and were only the beginning of an aeronautics program established on the Eastern Shore site (Shortal 1978).

Site Development

After rejecting a site near Cherry Point, North Carolina, Langley engineers chose the Wallops Island site. Its location near Langley (approximately 115 miles), with an unlimited range out over the Atlantic Ocean, good sites south along the coast for tracking stations, and the presence of the Chincoteague Naval Auxiliary Air Station (CNAAS), persuaded those who thought it too remote, that the site would work. The seclusion of the Wallops Island area provided some privacy to satisfy military clients and to conduct hazardous testing away from population centers. For that reason, an announcement to the public of the development of the site was delayed for over a year (Wallace 1997).

Congress appropriated funds for the Auxiliary Research Station on April 25, 1945. The new testing facility on Wallops Island operated as a unit of the Langley Research Department. The project was of such urgency that plans to erect temporary facilities on the island, with permanent

facilities to follow, began immediately. Those temporary facilities were in place by June 27, 1945, when the first rocket launched at the site.

The region surrounding Wallops Island contained small villages, farmland, and marshes with scarce housing for new residents and few diversions or sources of entertainment for visitors. There was no road to the mainland, so access had to be by boat or seaplane. Portable generators were required for power and all supplies, including water, were transported by boat to the site. Horse flies and mosquitoes were abundant and, although emergency services were available at the Naval Station, the nearest hospital was in Salisbury, Maryland, 40 miles away. It was an uncomfortable place in which to undertake research (Wallace 1997).

In the early years of the project, land for the Auxiliary Research Station was both leased and purchased. The majority of the island was owned by a group of sportsmen who used it for fishing and hunting, and a portion of the northern end of the island was under control of the Coast Guard. Congress had placed an acquisition limit of 100 acres for the project, and Federal regulations allowed the building of permanent facilities only on government-owned land. The government purchased 85 acres of land on the southern portion of Wallops Island and leased an additional 1,000 acres from the sportsmen (NASA 1994; Turman 1964). Temporary facilities for the Research Station were built on the south end of the island on the leased lands.

Land for the permanent boat dock on the mainland was purchased from Mrs. J. T. Lewis on August 4, 1945. The 0.8 acre of land was deeded to the government for \$100. An additional piece of land of similar size that belonged to another owner, Pierce B. Taylor (who refused to sell for less than \$200) was later needed for the dock. Condemnation proceedings led to a settlement with the owner for the price he originally asked.

Early plans saw the need for a dozen observation stations to track missiles as they moved down the coast. They were to be located at 2 to 5-mile intervals, parallel to the line of flight, and within the line-of-sight of the Station. Leases were obtained for four sites but only one was used, Station 2, shown in Figure 4 (Shortal 1978). Land for the target area was leased for \$100 a year from H. E. Kelly. The area was marked by pilings with plywood squares attached. This area was later abandoned (Shortal 1978).

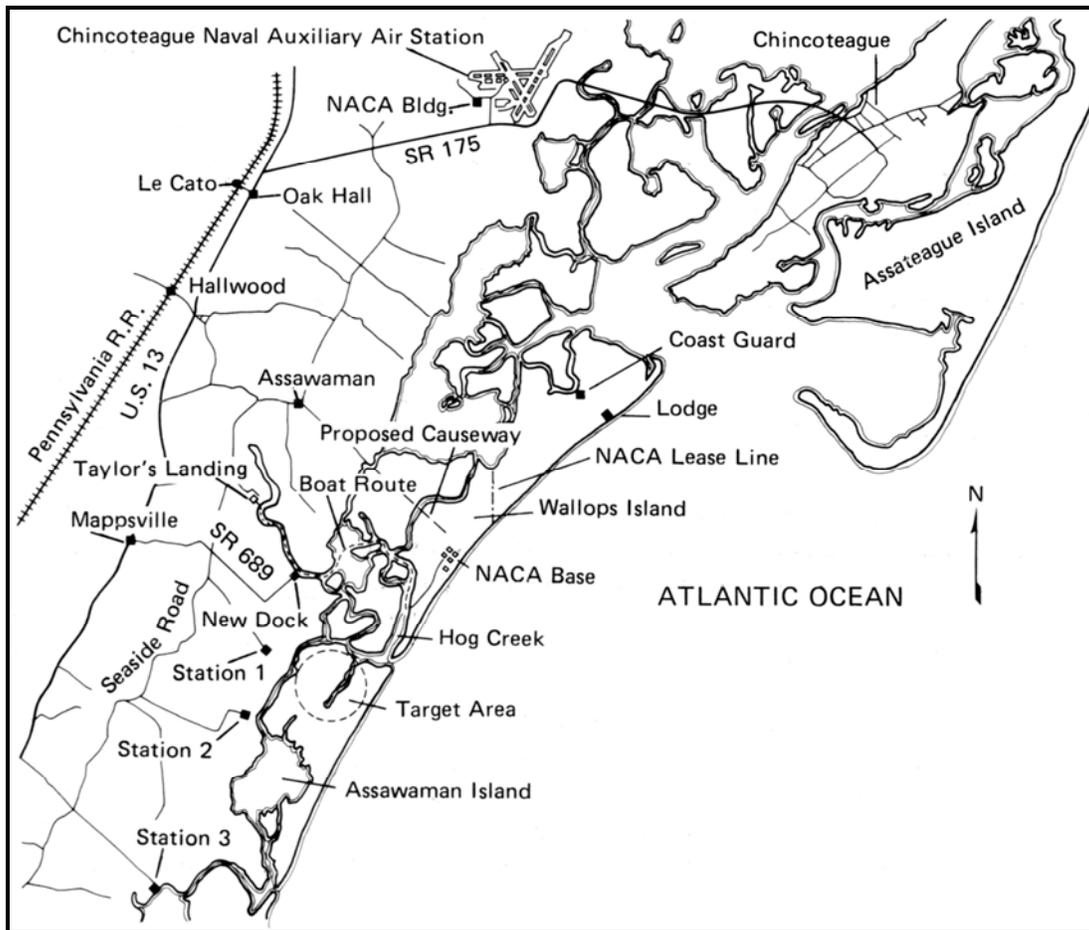


Figure 4: Map of Vicinity of CNAAS and NACA Base 1945

The Navy's inability to decide if it should expand its ordnance testing operation on the north end of the island to include the entire island, hindered the acquisition of land on the island. NACA therefore made plans to lease 1,000 acres for \$2,000 a year from the Wallops Island Association to begin temporary construction. When it became clear that the Navy had no plans to expand its operations, land for permanent construction was acquired through condemnation and the government took possession on September 18, 1945, with full possession coming in 1947 (Shortal 1978).

The Station as planned consisted of the following components:

- A receiving building at CNAAS;
- Tracking stations on the mainland;
- A mainland boat dock;
- A target area on Assawaman Island; and,
- Launch and work areas on Wallops Island.

Figure 5 shows the area in 1945. The locations of the runways of the CNAAS are shown, as is the NACA receiving building, the first temporary Station headquarters located in a small wooden

shed. Employees accessed the island facility by boat from Taylor's Landing south of the village of Assawaman until a new dock was built in 1946. Headquarters was later moved to a second shed near Taylor's Landing when the "new dock" shown was completed in June of 1946. The depicted "proposed causeway" was not built until after NASA took over the site in 1958. Three mainland tracking stations (Stations 1, 2, and 3) are shown – each to be accessed from Seaside Road by a local road. A 1-mile circle shown as the "Target Area" was a target for dropping bombs and other devices from high-level aircraft. The map also shows the "boat route" that was used to reach the island.

The island facility consisted of three components – the dock area, the launch area, and the work area. Living quarters were in the work area. The launch area was constructed between the dock and the work area and was reported to "greatly inconvenience routine traffic" during launches. The launch area included a 50 by 50-foot concrete slab launching platform, an 8 by 10-foot observation station covered with sandbags, a rocket motor storage structure shaped like an igloo, and a final loading building. The launch pad continued to be used during the later NASA years as a part of Launching Area #2, now called Launch Area #1 (001-0027-0124; WFF# Z-70) (Shortal 1978).

The work area consisted of six wooden shacks: an operations office, assembly shed, warehouse, radio, dispensary and darkroom, and a generator house. Living quarters were tents on platforms, replaced by Quonset huts at the end of July. Water was hauled from the mainland, as was gasoline and oil.

The issue of "sea range," or the ability to launch missiles from Wallops without interfering with other traffic, took many years to address satisfactorily. Early flights were relatively short, out of the range of ocean shipping lanes, but the presence of commercial boats would sometimes delay firing. In addition, curious aircraft began to circle the area to inspect the new operations. NACA asked the Air Traffic Control Board to impose a 15-mile-radius "danger area" to discourage such incursions. In 1946, a smaller area of 3 miles off the southern tip of the island was granted.

3.10.5 The Pilotless Aircraft Research Station 1946 - 1958

In June 1946, reorganization at Langley Laboratory established the Pilotless Aircraft Research Division of Langley Laboratory (PARL). AFRS was converted to a division of the Research Department at Langley and was entitled the Pilotless Aircraft Research Division, PARL. The Wallops Island site remained an operational testing site of the division and was officially named the Pilotless Aircraft Research Station (PARS), although it continued to be best known simply as "Wallops." Until being taken over by the National Aeronautics and Space Administration (NASA) in 1958, PARS continued its basic function as a rocket testing facility, and expanded its capacity to collect data for research through improvements in radar tracking, radio telemetry and photographic techniques, all necessary for successful projects.

Organizational Development

Historians of Wallops agree that the reorganization of the NACA facility as PARS was most effected by its newly assigned Engineer-in-Charge, Robert L. Krieger. Krieger held the position until retirement in 1980 and "made Wallops his own." His background in radar tracking and photographic data collection techniques influenced the way in which tests were conducted at

Wallops, by focusing on data collection techniques as an integral part of the rocket launching process (Wallace 1997).

Since the inception of Wallops, the Langley Laboratory was mainly responsible for planning, budgeting, data reduction and test preparations, all of the essential decision-making processes that went into conducting tests at the Wallops site. PARS' function was essentially to be "like one of Langley's wind tunnels," according to historian Harold Wallace (1997). Researchers traveled to the Wallops site to conduct tests; the PARD parent organization provided direction and program control, while Wallops provided basic testing services.

After 1947, efforts were made to make the site more self-sufficient. An Administration Unit and Technical Service Unit was established at Wallops with eight people on its rolls to undertake support services formerly conducted at Langley. Krieger reported to Gilruth but operational planning and day-to-day operations were coordinated through the head of Operations Section at Langley, not through Gilruth. Wallops personnel became responsible for operations at the range and made decisions on the launching of particular models as they were affected by range instrumentation, weather, and safety considerations. Normally the Chief of PARD at Langley did not interfere in such decisions. The Engineer-In-Charge was also consulted in connection with new projects requiring unusual range equipment or the procurement of new equipment. By late 1948, Krieger's personnel maintained and operated all instrumentation at Wallops and assembled, loaded and launched all test rockets, with Langley personnel only needed for special projects (Shortal 1978).

The first phase of research at Wallops has been described as the "transonic period" (Wallace 1997). Transonic flight is at speeds in the transitional zone just above and below the speed of sound. Most testing in this period focused on basic research, including launching rockets to investigate drag (forces that resist motion via friction in the atmosphere), and control and stability characteristics of assorted aerodynamic shapes at these speeds. Specific tests of particular military aircraft and missile models were also conducted, but research, not development of new aircraft models, predominated at Wallops (Wallace 1997).

After 1950, the focus of research at Wallops began to shift due to improvements in wind tunnels that made the launching of rockets for some types of testing unnecessary. More importantly, the Soviet Union had become a nuclear power in August 1949 with the country's first nuclear test of a plutonium bomb, code named "First Lightning." That test, along with a Communist victory in China, increased tensions in Europe, and war in Korea, spurred the United States to investigate what was becoming a revolution in weapon technology combining pilotless aircraft (missiles) and atomic bombs (Walker 1995). At the request of the military, all of NACA's field research centers (Langley, Lewis, and Ames) began to study missile performance, rocket engines and fuels, and automatic controls for supersonic guided missiles (Hirsch and Trento 1995).

After 1950, Wallops conducted tests of the sub-sonic Snark cruise missile and the later supersonic Boojum, among other important models of period weaponry. Cruise missiles, in essence unmanned aircraft that carry conventional or nuclear warheads, use a jet propulsion system to allow sustained flight and for guidance. Ballistic missiles follow a prescribed course that cannot be altered after the missile has burned its fuel, and are generally designed to deliver nuclear warheads. From 1950 to 1954, Wallops tested models of almost all cruise and supersonic missiles and airplanes under development by the military (Shortal 1978).

The Cold War put increasing pressure on researchers to boost speeds to the hypersonic range above Mach 5 (Mach 1 being the speed of sound). Higher performance motors were needed and Wallops underwent a major expansion of research facilities from 1950 to 1952. New research efforts called for new equipment and facilities; the bigger boosters used to test hypersonic missiles required larger shops and launching equipment. During this period, Wallops staff had an important influence on several areas of Cold War weapon research. Wallops' ability to launch numerous rockets at increasing speeds helped master the techniques of "multi-staging" solid-rocket motors in tandem – research that had a major influence on the design of military ballistic missiles in the ensuing years (Shortal 1978). Another program initiated in 1953, called the Blast Research Project, tested the survivability of aircraft subject to severe and sudden wind gusts, such as during an atomic blast (Wallace 1997).

In 1955, a new round of hypersonic research sought speeds up to Mach 20 for launching intercontinental ballistic missiles, and required new support buildings. NACA personnel built a new launcher, concrete launch pad, and support structures. The new facilities allowed the launch of a five-stage vehicle on August 26, 1956, the first of its kind ever flown. With greater speed came higher temperatures. Wallops engineers, with their PARC counterparts, tested a wide range of materials and shapes at a range of temperatures and pressures. The studies became the state of the art of hypersonic research, boosting NACA's reputation as "innovator, tester, and verifier" (Wallace 1997). The tests helped "greatly enlarge the body of knowledge of thermodynamics ... and thermal protection ..." and provided important knowledge that enabled manned space flight, by revealing practical ways to cope with the heat loads encountered during launch and reentry (Hirsch and Trento 1995).

Other notable scientific research occurred at Wallops in the mid 1950s. The Upper Atmosphere Rocket Research Panel (UARRP), formed after the war, had used captured V-2 rockets and liquid fuel rockets to investigate the upper atmosphere. Budget constraints forced the panel to consider the less expensive solid-fuel rocket (in this case the Nike-Deacon) at Wallops that could save 90% of the cost of sending payloads above 25,000 feet. These tests were of great interest to the U.S. Weather Bureau, which saw the potential for hurricane tracking using rockets carrying cameras. Although ultimately proving unsuccessful, this testing developed an important relationship between the Weather Bureau and Wallops that exists to the present day.

The final phase of the Pilotless Aircraft Research Station took place in response to the commencement of the "Space Race." On October 4, 1957, the Soviet Union launched *Sputnik 1*, creating public shock and political frenzy. Yet many aeronautic professionals, and most of NACA's upper management, were not concerned by the event, being convinced that Soviet technology was not as advanced as was portrayed by politicians and the media. NACA management saw the call to "race into space" as promoting "Buck Rogers projects" (Wallace 1997). Yet many, if not most, of NACA's younger employees were "overwhelmingly in favor of NACA's moving into the space field ..." (Hirsch and Trento 1995).

President Eisenhower shared the initial lack of concern with Sputnik, believing that the development of the Intercontinental Ballistic Missile (ICBM) was of greater military importance. However, the political storm grew as the Soviets launched *Sputnik 2* in November and the Senate opened inquiries into the country's satellite and missile programs. The Eisenhower administration soon felt politically compelled to respond and did so by forming a committee to

investigate how best to organize the country's space programs (Portree 1998). What was NACA became NASA as a result.

Site Development

Three phases of construction took place on Wallops Island to accommodate the programs of the Pilotless Aircraft Research Station. The first phase was from 1946 to 1947, using a 1945 appropriation from Congress that allowed for construction of the first permanent facilities on Wallops Island. The second phase took place from 1950 to 1952, in response to changing programs and the need to erect shops and facilities to handle an increasing workload. The third phase took place from 1953 to 1954, when Wallops' new emphasis on hypersonic missile research again required new facilities.

As with the CNAAS base on the mainland, the buildings constructed on Wallops Island were designed not as architectural statements, but as functional structures using simple and inexpensive materials. The buildings were constructed of concrete block, reinforced concrete, or steel frames and siding as primary building materials, with flat or minimally sloping roofs, and simple window and door systems – often using systems designed for industrial structures, such as steel casement windows, steel roll-up garage doors, and the like.

Figure 5 shows PARS, Wallops Island on June 2, 1947 (Shortal 1978). The 1945 appropriation enabled NACA to erect 20 buildings and structures and to make changes to some of the earlier temporary structures built in 1945. NACA spent most of the appropriation of \$1.8 on utilities – a seawall, road, docks, fuel storage, power, and heat. The sea wall was critical, as high seas flooded the site during rough weather. A road was built from the dock on the island's south side, as can be seen entering the image at the lower left. The Utility Building (#18 on 1947 image), also called “the Hotel,” housed the cafeteria, kitchens, a lounge, and sleeping rooms for “transients” on base with nowhere else to stay during their projects. The 1947 image also depicts a Water Tower, Fire Station, and several temporary buildings remaining from the 1945 period of temporary construction.

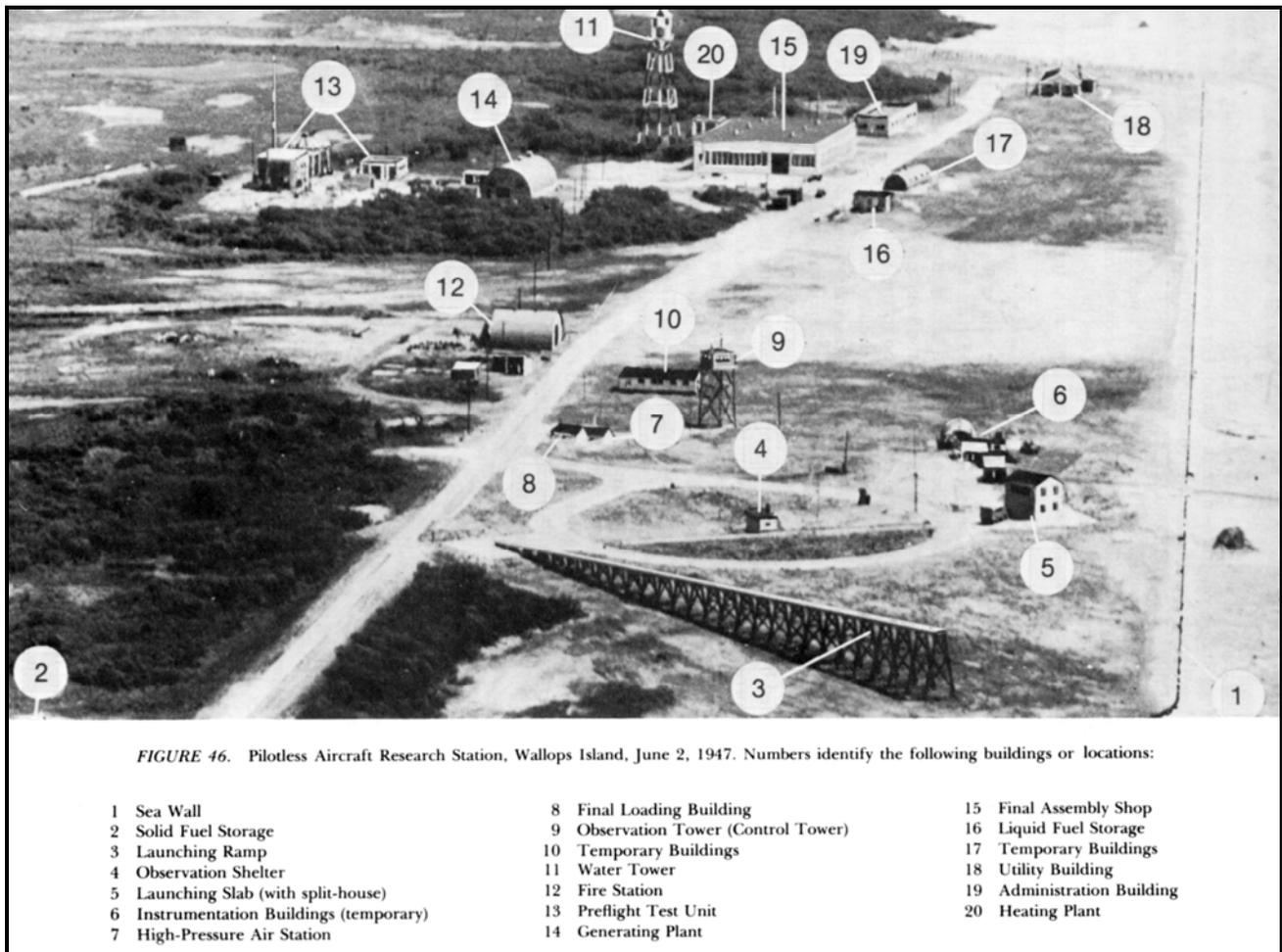


Figure 5: PARS Site, Wallops Island, June 2, 1947

The new structures built for technical launch purposes provide a sense of how rocket testing occurred here. Rocket tests were set up for firing on metal launch platforms on a concrete launch pad area between metal barriers. Figure 6 shows a launch being set up in 1953 on the Launching Slab just south of the 1950 Control Center (Shortal 1978). Models were assembled for launch in the Final Assembly Building (001-0027-0108; WFF# X-035), #15 on the 1947 image. This structure served as a combination wood shop, sheet metal shop, machine shop, stockroom, and vehicle maintenance shop. Rocket motors were assembled here and radar equipment was housed in an air-conditioned portion of the building. Solid fuel for the rockets was stored on-site in steel igloos (1947 image #2). Rocket ignition systems (igniters) were assembled in the Final Loading Building (1947 image #8). Tests were observed in the Observation Shelter (1947 image #4), a small concrete building with narrow observation ports which also served as the operations center for launchings. An Observation Tower (1947 image #9) allowed surveillance of the launch and sea areas for safety purposes; the tower contained additional radar and the island's telephone system. An interesting structure shown but never used, is the massive Launching Ramp (1947 image #3). The ramp's design was based on those used for German V-1 tests but it became obsolete as "zero-length" missile launchers became successful. This ramp was dismantled sometime after 1950.



Figure 6: PARS Rocket Launch 1953

Two structures remain in 2004 from this period: the Final Assembly Building (001-0027-0108; WFF# X-035) whose function is described above, and the Office and Radio, or Administration Building (001-0027-0109; WFF# X-055; #19 on the 1947 image). The Administration Building was constructed of concrete blocks with a dimension of 32 by 122 feet. It was the island's headquarters and contained offices for administration and staff with a photo laboratory and communication center. These structures remain in altered form in 2004, both covered with contemporary materials with window replacements and/or facade reconfigurations.

The second phase of construction came after appropriations in 1948 and 1949 enabled structures to be built from 1950 to 1952 to enlarge the facility. The enlarged facility could take on an increased workload testing hypersonic missiles for Cold War purposes. A photograph from 1950 (Figure 7) shows the newly constructed Control Center #1 (001-0027-0115; WFF# Y-030) from this phase (Shortal 1978). The structure, added on to an earlier Bombproof Instrument Station, was 115 by 44 feet in size and contained the central firing controls and the main observation room. The Control Center had separate rooms for telemetry (the process by which an object's characteristics are measured, such as velocity of an aircraft, and the results transmitted to a distant station where they are displayed, recorded, and analyzed); Doppler radar (weather radar that measures the direction and speed of a moving object, such as drops of precipitation) and; radiosonde (a balloon-borne instrument platform with radio transmitting capabilities) equipment. This structure has undergone numerous modifications since its construction, including replacement of doors, reconfiguration of the roof, and removal of historic instruments and equipment.

The original launch slab had become too small to conduct a growing number of tests and was enlarged in this phase. The slab is shown as the Extended Launch Slab in Figure 7 (Shortal 1978). It was later named Launch Area 1 (001-0027-0116; WFF# Y-035). Two storage magazines were added: the Igniter Magazine (001-0027-0118; WFF# Y-045), containing separate cells to store different classes of explosives and completed igniter systems, and the Propellant Magazine (001-0027-0114; WFF# Y-25), to store completed rocket motors. The Rocket Test Cell (001-0027-0119; WFF# Y-050) in the same photograph was built to conduct ground tests of liquid-rocket engines. The Rocket Test Cell enabled observation of engine firings via periscope-mirror viewing system, although only one such test was ever conducted in the cell due to the decision to focus on solid-fuel rockets at the site. Other uses were eventually found for the building. Its exterior has been modified with windows and doors removed and/or replaced,

reconfiguration of its roofs, and removal of all historic instruments and equipment. An additional building in this period was the Instrumentation Laboratory (001-0027-0106; WFF# X-015), located north of the new Control Center next to the Final Assembly Building (001-0027-0108; WFF# X-035). The Instrumentation Laboratory was equally divided between housing radar and shops to test flight instruments. It remains in 2004 covered with contemporary materials with window replacements and facade reconfigurations.

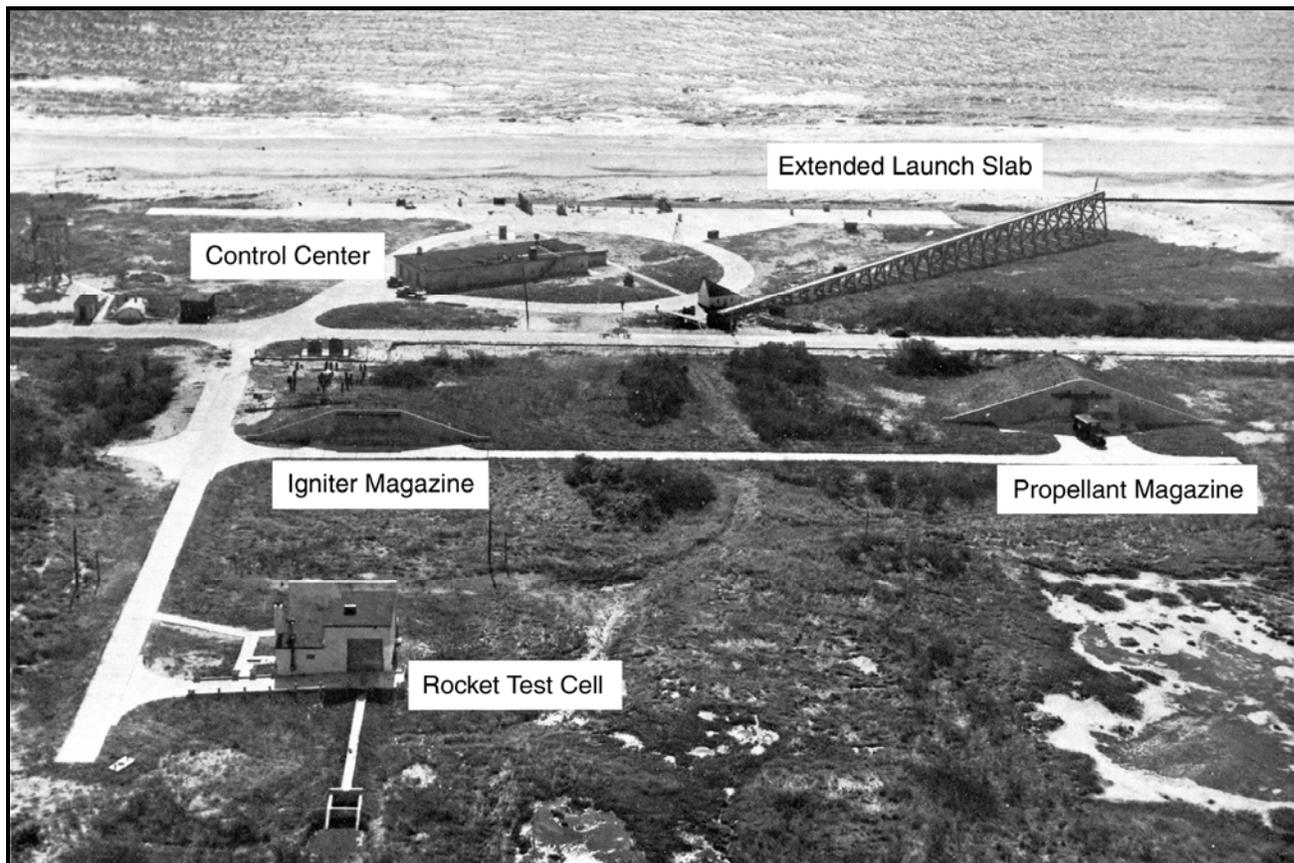


Figure 7: Photograph of Control Center and Vicinity, 1950

The major structures built during 1952 included a large Model Assembly Shop (001-0027-0113; WFF# Y-015) to the south of Launch Area 1 and a new launch area, Launch Area #2 (001-0027-0124; WFF# Z-070). The Model Assembly Shop (001-0027-0113; WFF# Y-015) became the center for all rocket-model preparation, loading and storage (due to its size), with a large main shop and a series of adjoining rooms that allowed models to be rolled assembly-line fashion from one to another for different phases of model construction. It remains today in altered form with windows and doors having been removed and all historic equipment having been replaced. Launch Area #2 (001-0027-0124; WFF# Z-070) was built in anticipation of a three-fold increase in launchings. It was accompanied by Control Center #2 (001-0027-0122; WFF# Z-065). The sea wall was extended south to protect the new area during this phase. The expansion included the construction of two camera stations: Tracking Camera #2 (001-0027-0122; WFF# Z-035) and Tracking Camera #1 (001-0027-0110; WFF# X-065), both consisting of 15 by 15-foot concrete buildings with raised platforms on top and an outside stair that allowed access to the roof for positioning of cameras.

The main structures built during the final phase of NACA construction from 1953 to 1954 include the Service Station (001-0027-0105; WFF# X-005), Paint Shop (001-0027-0107; WFF# X-030) and shelter for Radars, called Station #3 (001-0027-0120; WFF# Y-060). The radar shelter building replaced “old trailers” that were being used in the early years when mobility of radar placement was of value. The new structure was a concrete block building 36 by 58 feet with a flat concrete roof to mount the radar. Figure 8 shows the entire site in April 1954 with the two launch areas and all of the supporting structures for hypersonic missile research in place (Shortal 1978).



Figure 8: Aerial view of Wallops 1954

3.10.6 NASA and Wallops Station 1959 - 1974

President Dwight D. Eisenhower signed the Space Act on July 29, 1958, creating the National Aeronautics and Space Administration (NASA). On September 30, 1958, a notice in the Federal Register announced that NACA would cease to exist. Meanwhile the Navy decided to close CNAAS and NAOTS as a way to economize after being denied an appropriation from Congress to expand the facility. Seeing advantages in obtaining the property for the new space agency, NASA requested transfer of the base from the Navy in January 1959 and the transfer took place on June 30 of that year. The new facility became Wallops Station. Over the next 15 years, Wallops researchers helped develop components of the space program, including capsule escape techniques, maximum pressure tests, and recovery systems. Wallops also provided range support for research in re-entry and life-support systems, Scout launch vehicles, and mobile research projects (WFF 2003).

The changes at Wallops Station were a shock to the local community. After NACA became NASA, the new civilian space agency immediately began planning to expand the Wallops operation outside the bounds of the CNAAS/NACA base. Initial talks with property owners created tension in the community. After the transfer of the Navy property to NASA, however, the community began to be optimistic about the positive impact that the new NASA might have on the local economy (Wallace 1997).

The reorganization of NACA as NASA was traumatic: 8000 people, 3 laboratories, two stations worth \$300 million, and an annual budget of \$100 million were transferred to NASA. At the same time, Project Vanguard, its 150-person staff and remaining budget; lunar probes from the Army; Air Force lunar probe and rocket engine programs, including the F-1; were also transferred to NASA. A total of over \$100 million of unexpended funds became the new agency's fiscal inheritance (Bilstein 1989). Congress also authorized a new civilian flight facility in 1958. The Robert H. Goddard Space Flight Center at Beltsville, Maryland, was to become the location for the development of a variety of scientific satellite payloads (Hirsch and Trento 1995).

By 1961, the agency had over 17,000 employees – double the NACA number at its height. NASA had undergone an intense two-year period of organization and planning. In addition to the NACA facilities, the agency had expanded to include three space development centers and several worldwide tracking networks. New facilities included two major rocket-launching ranges: Cape Canaveral in Florida and Vandenberg Air Force Base in California (Hirsch and Trento 1995). A 10-year plan explained how NASA would be different from NACA: the agency would be “operational as well as do research . . . not only design and build launch vehicles and satellites but . . . launch them, operate them, track them, acquire data from them, and interpret the data” (Bilstein 1989).

Wallops Station's role in the new agency remained tied at first to the Langley Research Center. Langley's new mission was to study manned flight in space and formed the nucleus of a new task group with the project name of Mercury, led by Robert R. Gilruth. Mercury was the program that placed the first American in space in 1961. Wallops Station played a minor support role in the Mercury program by testing hardware and training support personnel (Wallace 1997). Wallops Station's most public role in the Mercury program occurred on December 4, 1959, when it successfully launched and recovered Sam, a Rhesus monkey, on a suborbital test flight. This

test launch, one of several for the “Little Joe” program, utilized a model Mercury capsule, which was to become the orbiting vehicle for the first U.S.-manned space flight (NASA 1994).

The Space Race accelerated in 1961, when newly elected president John F. Kennedy announced that NASA would attempt a manned lunar landing “by the end of the decade” in order to “take a clearly leading role in space achievement” (Bilstein 1989). NASA began a massive facility design and site location program to launch the Apollo program. The Mercury team and the new manned space Gemini program, were relocated to Houston to the new Manned Spacecraft Center, making it more convenient for future tests to be undertaken at the White Sands, New Mexico grounds, rather than on the Eastern Shore. Consequently, Wallops’ minor role in manned space flight diminished even further. Space flight testing left Wallops and as the new NASA flight centers matured, tests that once came to the base went elsewhere (Wallace 1997).

As the Langley connection waned, Wallops Station diversified its customer base and increased its work. A 1960 planning document listed the areas of scientific investigation to be pursued at Wallops Station, including meteorology, atmospheric motions, and solar studies. The focus became “space science research” rather than military-based weapons research or space flight, although Department of Defense projects remained to a small degree. Three new customer types emerged in the 1960s that reflected these areas – universities, non-military government agencies, and researchers from other countries. The increase in rocket range users increased the number of employees at the base. By mid-1963, almost 500 paid employees worked at Wallops, twice the number in 1960. Steady growth in programs and personnel continued into the 1970s (Wallace 1997).

3.10.7 Wallops Flight Center 1974 - 1981

Wallops Station was officially changed to the Wallops Flight Center on April 26, 1974. While continuing to act as a launch site for suborbital and orbital vehicles, Wallops expanded its programs to include earth studies of ocean processes and used the research airport for runway surface and aircraft noise reduction studies. Research activities at WFF expanded throughout the 1970s and 1980s to include management of suborbital projects (suborbital flights are those that fly out of the atmosphere but do not reach speeds needed to sustain continuous orbiting of the earth). In the mid-1980s, orbital tracking responsibilities were added.

3.10.8 Wallops Flight Facility 1981 – Present

In October 1981, the facility was consolidated with Goddard Space Flight Center, and the name of the facility was changed to Wallops Flight Facility (WFF). After consolidation, WFF became NASA’s primary facility for suborbital programs. Since the 1980s, WFF’s research areas have included space technology development, space science experiments, scientific experimentation from rocket-borne payloads, hypersonic research, aircraft drag investigations, and heat transfer problems. Wallops’ customer base diversified to include more commercial users for the base’s research airport, tracking facilities, and launch range. WFF continued to support academic and government programs and projects using sounding rockets, balloons, and scientific aircraft to facilitate research of the Earth, all regions of the atmosphere, and the near-Earth and space environment.

Wallops continues to be a research component of the NASA aerospace program. The current WFF strategic plan suggests that base officials intend to keep WFF “in the mainstream of NASA’s mission” by supporting NASA-sponsored, commercial, and academic projects. By the late 1990s, WFF responsibilities were expanded to include shuttle-based and other small orbital projects (NASA 1994). In 2004, WFF continues to operate the NASA Sounding Rocket Program (NSRP) as a primary tool for space and earth science research. The program provides important data to support the scientific community, NASA’s orbital space programs, the Department of Defense, other Government agencies, and the international space community. More than 2,500 missions have significantly added to scientific knowledge in galactic astronomy, solar physics, planetary atmospheres, high-energy physics, and other disciplines.

WFF manages the NASA Balloon Program that launches an average of 25 scientific balloons each year to conduct scientific studies. Balloons are launched from WFF-managed sites in Texas and New Mexico and from temporary sites; which offers capabilities and benefits for scientific research that cannot be duplicated by other methods. The Aircraft Office at Wallops operates the NASA Low Altitude Airborne Science Program that enables scientific research in support of NASA Earth Science Enterprise missions (WFF 2003).

WFF is the fourth largest employer in the region with 750 employees, and it remains an economic anchor for the northern end of Virginia’s Eastern Shore with a variety of business and government partners located on the facility. In 2003, the Mid-Atlantic Regional Spaceport (MARS) opened at WFF as a joint venture between Maryland and Virginia. MARS assimilated the Virginia Space Flight Center that had been in operation since 1995. MARS’ mission is to provide flight opportunities for small to medium-sized satellites and flight experiments conducted by government, academic, and commercial entities. The Navy’s Surface Combat Systems Center maintains a facility that offers integrated warfare training systems for fleet operations, engineering, development, testing, and training. Since 1965, NOAA has operated the Wallops Command and Data Acquisition Station (WCDAC). The WCDAC maintains and distributes a continuous flow of meteorological satellite data from NOAA satellites to designated user subsystems (WFF 2003).

4.1 OBJECTIVES

One-hundred and twenty four buildings and structures built before 1955 at WFF were surveyed and evaluated for their eligibility for listing in the National Register and the Virginia Landmarks Register. The surveyed historic resources were evaluated according to *National Register Bulletin 15: How to Apply the National Register Criteria* and *National Register Bulletin 21: Defining Boundaries for National Register Properties*. The WFF historic context allowed for a greater understanding of the base, its history, and physical development. Following are descriptions of 122 architectural resources that were evaluated and recommended as not eligible for listing in the National Register. The locations of the architectural resources can be found on Plates 8 and 9. Description of one architectural resource that is as eligible for listing in the National Register can be found in Section 5.3.

4.2 IDENTIFICATION

001-0027-0001



Property Name: WFF # A-001 - Air Traffic Control (ATC) Operations Building

Address: Intersection of Runway 10-28 and Runway 17-35

Property Type: Air Facility

Construction Date: 1944

DHR Time Period: World War I to World War II (1917-1945)

DHR Historic Context: Military/Defense

Setting:

This five-story-tall control tower, built in 1944, has provided air traffic control functions for the runways at WFF since its construction. The building was identified as “A-1” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The U.S. Navy designated it as the “Control Tower” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia.” The U.S. Navy again designated it as “A-1” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia.” It is located near the intersection of the main east--west runway and shorter, northwest-southeast runways near the center of the WFF main base.

Description:

The building consists of a main tower that is surmounted by a large glass and metal viewing tower. A smaller two-story concrete addition abuts the main block at its northwest corner. The main (south) elevation is covered by concrete incised to create a large rectangular block pattern. At the top of the concrete portion of the tower, a metal support railing provides protection for an exterior observation platform. The glass tower is supported by a hexagonal drum. The tower glass is a modern, smoke gray replacement. The glass panels are held by vertical metal strips that abut a horizontal metal top. The top of the tower has at least four communication antennae on it. The south elevation of the smaller block is also covered in concrete in a rectangular block pattern. A metal fire escape travels from the top of the building to the ground at the southwest corner. At the ground floor level, a ramp leads up to a metal door, which is framed by a metal guardrail system. A plate glass window is centrally located at the second floor level. On the west elevation, a series of openings stacked vertically appear near the intersection with the smaller block. These include a door at the first floor level, with windows at the second through fourth floor levels. A double-hung sash window is placed at the southwest corner of the main block, at the first floor level. Above it, between the third and fourth floor, is a similar window. The west elevation of the smaller block again has the same concrete exterior. At the top of the second floor, however, is a second air traffic control tower. This also has smoked glass, and overlooks the main field. On the north (field) elevation, the exterior surface treatment is identical to all other facades. Two rows of modern metal windows are stacked above one another, moving east from the northwest corner. Like the higher tower, this tower's glass panels are supported by vertical metal members, which end in a horizontal white band. The band is slightly below a grey aluminum cap at the top of the building.

Eligibility:

The building is representative of a Military/Defense property type built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Air Traffic Control Operations Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D, as it is not associated with a significant event

or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0002



Property Name: WFF # A-003 - Taxiway Lighting and Switchgear Building

Address: O'Reilly Street

Property Type: Air-Related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917-1945)

DHR Historic Context: Military/Defense

Setting:

This small, one-story poured concrete building was built in 1944 and was known as the Field Lighting Vault, housing equipment associated with the taxiway lighting and switchgear, as it does currently. The building was identified as the "Transf[ormer] Building" on a 1944 facility map entitled "General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia" by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was shown as "A-3" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as the "Field Lighting Vault" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It has also served as a general storage building. It is located to the immediate south of Air Traffic Control Operations Building (001-0027-0001, WFF # A-001) at the junction of the three runways on Wallops Flight Facility (WFF) main base.

Description:

The building has a poured concrete slab foundation and a shallow pitch (almost flat) shed roof; the roof materials are not visible. The building's walls are constructed of poured concrete. A slightly raised concrete pad with a steel manhole cover, which abuts the building on the west side, provides a landing platform just below and directly in front of the replacement metal steel door. A single one-over-one double hung vinyl replacement sash window is located on the north and south elevations, near the west end. Adjacent to the window on the south elevation is a large aluminum vent. A similar vent is located on the east elevation.

Eligibility:

This simple, utilitarian building is representative of a secondary resource type associated with a Military/Defense property, built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Taxiway Lighting and Switchgear Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

Although the building's original windows and door have been replaced, the Taxiway Lighting and Switchgear Building retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0003



Property Name: WFF # A-041 - Runway AN/FPS Radar Operations Building

Address: North Runway Access Road

Property Type: Air-Related

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1947, was originally used as an explosives handling and storage building for the loading and unloading of explosive material to and from aircraft. It appears as “A-41” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Rocket Loading Facilities” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It currently houses tracking and radar equipment used in flight projects. It is located on the north side of the main east-west runway, just to the east of the intersection with the short, northwest-southeast runway on the Wallops Flight Facility (WFF) main base.

Description:

The concrete building has a poured concrete slab foundation and a gable roof, covered with asphalt shingles. It has shed roof additions on the east and west elevations and a modern glass-enclosed addition has been built onto the south (front) elevation. The building’s walls have been covered with modern faux-stucco that is incised to include a striped pattern in blue that surrounds the building. Aluminum flashing, gutters, and downspouts are located below the roof edge as well. All of the doors are either single or paired steel replacement doors with large fixed-pane rectangular windows; many of the doors are fronted by a raised concrete landing or steps. A capped aluminum exhaust vent pierces the roof and west elevation of the west addition.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station

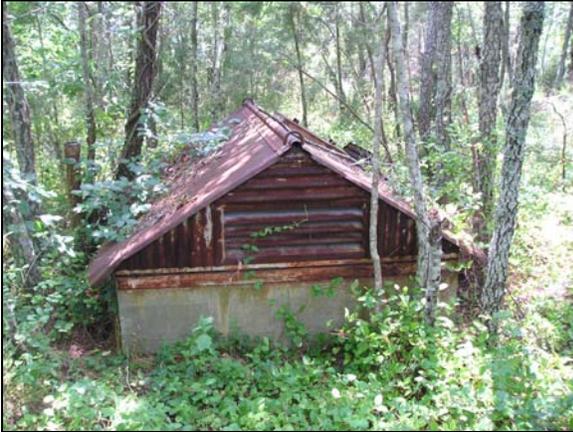
(CNAAS) shortly after the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Runway AN/FPS Radar Operations Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The building's integrity of design, materials and workmanship has been adversely affected by numerous additions, the faux-stucco treatment of its exterior walls, and the replacement of the building's doors and windows. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0004



Property Name: WFF # A-046A – Jet Fuel Storage Tank

Address: North Runway Access Road

Property Type: Air-Related

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1953, is one of two sunken tanks originally used to store 567,000 gallons of jet fuel for the Chincoteague Naval Auxiliary Air Station (CNAAS). It is identified as a “Jet Fuel Storage Tank,” one of two such structures, on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The tank is located on the north side of the main east-west runway, in the northeast corner of the Wallops Flight Facility (WFF) main base and is no longer in use. The area surrounding the two sunken tanks has become overgrown with vegetation and they are now located within a wooded area.

Description:

This structure is not visible due to dense overgrowth of trees and brush. Access to the tank is through the structure pictured, which consists of a concrete basin partially sunken into the ground and covered with a gable roof. The roof and gable ends are clad with corrugated metal. A rectangular metal hatch, placed on the long side of the roof, provides access to the interior.

Eligibility:

The building is representative of a secondary structure associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) shortly after the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training

and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Jet Fuel Storage Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location and design. The advanced deterioration of the structure's site has negatively affected its integrity of materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0005



Property Name: WFF # A-046B – Jet Fuel Storage Tank

Address: North Runway Access Road

Property Type: Air-Related

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1953, is one of two sunken tanks originally used to store 567,000 gallons of jet fuel for the Chincoteague Naval Auxiliary Air Station (CNAAS). It is identified as a “Jet Fuel Storage Tank,” one of two such structures, on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The tank is located on the north side of the main east-west runway, in the northeast corner of the Wallops Flight Facility (WFF) main base and is no longer in use. The area surrounding the two sunken tanks has become overgrown with vegetation and they are now located within a wooded area.

Description:

This structure is not visible due to dense overgrowth of trees and brush. Access to the tank is through the structure pictured, that consists of a concrete basin partially sunken into the ground and covered with a gable roof. . The roof and gable ends are clad with corrugated metal. A rectangular metal hatch, placed on the long side of the roof, provides access to the interior.

Eligibility:

The building is representative of a secondary structure associated with an Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) shortly after the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training

and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Jet Fuel Storage Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location and design. The advanced deterioration of the structure's site has negatively affected its integrity of materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0006



Property Name: WFF # A-131 – Source Evaluation Board Building

Address: North Runway Access Road

Property Type: Office

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1955, houses communication equipment associated with the range control center, a function that is consistent with its original use when it was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is located on the northeast end of the Wallops Flight Facility (WFF) main base, at the end of a paved concrete access road close to the northwest end of the shorter, northwest-southeast runway.

Description:

The simple, rectangular building is made of concrete block with a poured concrete slab foundation and a gable roof covered with standing seam metal. A metal plate, stamped with “Butler MFG Company” is found on the east gable peak. The south elevation is three bays wide. In the first bay from the southwest corner, there is a metal door with a square, fixed-pane window. The opening has a long, concrete lintel under which there is evidence of an originally much larger opening that has subsequently been filled in. Two one-over-one double hung metal sash windows with concrete sills and vinyl storm windows are found in the other two bays on that elevation. The other three elevations each contain a similar, centrally located one-over-one double hung sash window. The window on the east elevation is flanked to the south by a steel door with three fixed panes. There is a single aluminum vent hood located just beneath the gable peak on both ends. A curved, square-section vent hood projects from the roof, near the northeast corner. The building is surrounded on the south and west sides by a paved concrete area.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station

(CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The resource has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0007



Property Name: WFF # B-031 – General Warehouse Storage Building

Address: O’Reilly Street

Property Type: Warehouse

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This one-story brick building was built in 1944 and was known as the Storehouse, serving as a general storage warehouse, as it does currently. This building was designated as the “Storehouse” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. Its function was identified as the “Supply Department Offices” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the northern side of the Wallops Flight Facility (WFF) main base, directly south of the Air Traffic Control Operations Building (001-0027-0001, WFF #A-001), near the intersection of Jensen and O’Reilly Streets.

Description:

The building has a poured concrete slab foundation and a minimally pitched gable roof covered with corrugated steel panels. The top section of the brick walls, laid in 5-1 common bond, are covered by modern corrugated metal panels that extend down from the roof. Metal vent panels are located on each side of the metal covering. A small, concrete block, shed roof entry addition projects from the northwest elevation; a tall aluminum vent pipe extends from the roof of the addition above the roof of the main block. Windows include fixed and casement aluminum replacement sash and single and paired one-over-one double hung vinyl replacement sashes. All windows have been replaced. Two aluminum roll top doors are located on the northwest and southeast elevations that open directly across from one another. Other doors include single and paired steel doors with long rectangular fixed-pane windows or square, fixed-pane windows. All doors have been replaced.

Eligibility:

This simple, utilitarian building is an example of a secondary resource type associated with a Military/Defense property constructed at the end of the World War I to II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The General Warehouse Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of modern corrugated metal panels that extend down from the roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0008



Property Name: WFF # B-129 – A/C Fire & Crash Building

Address: O'Reilly Street

Property Type: Fire Station

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story building, built in 1955, houses fire trucks and firefighting equipment for use on the Wallops Flight Facility (WFF) main base in the event of an aircraft crash, a function that is consistent with its original use. The building was identified as “B-129” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the north side of the main base, directly south of the Air Traffic Control Operations Building (001-0027-0001, WFF # A-001), near the intersection of Jensen and O'Reilly Streets.

Description:

The building, made of parged concrete block, has a complex rectangular plan, with a central core, oriented northwest to southeast, and covered by a low pitch (almost flat) gable roof. The central core is seven bays long. A two-bay long section, covered with a shed roof, projects from the core to the northeast and southwest on the southeast end and another one-bay long section, covered by a gable roof, projects toward the southwest only from the northwest end of the core. A one-story section, covered by a shallow pitch asymmetrical gable roof, is located on the northwest end of the building. The roof materials are not visible. Large sectional, roll top doors made of wood are located in each bay on the southwest and northeast elevations, save for the western most bay which only has a door on the southwest elevation. Windows on the building include fixed pane, sliding and hopper aluminum sash and one-over-one double hung vinyl replacement sash. Window openings on the one-story section have been blocked-in. Steel doors, some with large rectangular fixed-pane windows, are located throughout the building.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) during the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The A/C & Crash Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The building's integrity of design, materials, and workmanship has been adversely affected by numerous additions and the replacement of the building's doors and windows. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0009



Property Name: WFF # C-015 – Fire Prevention/Proc. Fac. Building

Address: Stubbs Boulevard

Property Type: Fire Station

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story building was built in 1946 and was known as the Fire House. Originally, the building was used as a fire station and headquarters building for fire/damage control personnel and equipment. The building was designated as “C-15” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Fire House” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “C-15” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. Currently it serves as temporary housing and storage for employees moving on and off the Wallops Flight Facility (WFF) main base. The building is located on the northern side of the WFF main base, directly south of the main east-west runway and to the southeast of the Aircraft Maintenance Hangar (01-0027-0011, WFF # D-001), near the end of Stubbs Avenue.

Description:

The rectangular brick building has a poured concrete slab foundation and a gable roof covered with asphalt shingles. The brick is laid in 5-1 common bond on the first story and running bond on the second. The building is eight bays long by two bays wide. The windows are single and paired one-over-one double hung aluminum replacement sash; the replacement windows are undersized for their openings. Many of the windows are covered by modern, aluminum triple track storm and screen window frames. The window openings on the northeast elevation have been bricked in and a set of galvanized steel fire escape stairs has been added. Three, two-bay-wide aluminum replacement roll top doors are located on the first level of the northwest elevation. A small shed roof overhang, supported by wood brackets, is located over a steel door

with large, rectangular fixed-pane window and one-over-one window on the southwest end of that elevation.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) shortly after the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Fire Prevention/Proc. Fac. Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by the addition of an exterior stair and the replacement and alteration of the building's doors, windows and their associated openings. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0010



Property Name: WFF # C-094 - Airfield Lighting Control Vault

Address: Jensen Street

Property Type: Air-Related

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1953, houses controls and equipment for runway lighting and general illumination, a function that is consistent with its original use. The building first appears as “A-52 Field Lighting Vault” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was later identified as “C-94” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the northern side of the Wallops Flight Facility (WFF) main base, directly south of the main east-west runway and behind the Fire Prevention/Proc. Fac. Building (001-0027-0009, WFF # C-15), near the end of Stubbs Avenue.

Description:

This concrete building is L-shaped in plan and has a poured concrete slab foundation and a flat roof; the roof materials are not visible. The poured concrete wall surfaces have been incised with a series of vertical lines and a single horizontal line that aligns with the top edge of the windows and door. The two windows openings, which appear to be original, each contain a three-pane window that has two fixed upper panes and a lower awning steel sash. A single steel door with a window containing three fixed panes is located on the west elevation. Three small vents are located just below the roof edge on the east elevation.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type that gained importance in the New Dominion (1945-present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) shortly after the end of World War II. Established in 1943, CNAAS was used as a

training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Airfield Lighting Control Vault has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0011



Property Name: WFF # D-001 – A/C Maint. - Hanger – Avionic

Address: Rehor Road

Property Type: Hangar

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This large, two-story building, built in 1944, serves as an aircraft hanger, a function that is consistent with its original use when constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building also contains administration offices associated with aircraft and flight operations as well as temporary storage spaces. This building was designated as the “Hangar” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was similarly identified on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “F.A.D. Hanger and Offices” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located in a paved area on the south side of the east-west runway, on the north side of the Wallops Flight Facility (WFF) main base, just off Rehor Road. The paved runway areas and surrounding concrete apron have changed numerous times since their original construction.

Description:

The building has a poured concrete slab foundation and a flat roof. The roof is covered with modern, corrugated steel panels. The exterior walls are clad with the same steel paneling and aluminum siding. The east and west elevations have eight large, two-story steel-frame doors, hung on a track. The door frames are divided into twelve sections, three across by four high, and each section contains twenty, fixed panes, five across by four high held in place by steel mullions. The doors retract from the center toward the sides; retracted completely, the interior of the hangar is open from both ends. Two-story wings, ten bays long, run the length of the north and south elevations. A small raised section marks the entry near the center of both elevations. Each bay contains two stacked panels that typically contain a ribbon of three steel fixed-pane

windows above steel hopper sashes surrounded by aluminum panels; all of these are replacement windows. Other windows include one-over-one double hung and fixed pane, vinyl replacement sash. Steel doors, some of which contain rectangular fixed-pane windows, are found on the first level in several bays on the north and south elevations. An aluminum roll top door is located on the north elevation. At the time of the survey, a two story, concrete block-enclosed entry vestibule and staircase was under construction, abutting the center of the north elevation.

Eligibility:

This building is an example of a Military/Defense facility, built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable the Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the Navy discontinued aircraft carrier training at the base and in 1951 CNAAS became a Naval Air Facility with a primarily research based-mission that corresponded with the mission of NAOTS until the based was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Aircraft Maintenance Hangar has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the exterior. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0012



Property Name: WFF # D-004 – Water Pumping Station

Address: Rehor Road

Property Type: Pump House

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This one-story building was built in 1944 and has served as a water-pumping house, holding pumping equipment for the fourteen wells on Wallops Flight Facility (WFF) main base. The building was identified as the “Water Pump House” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. The building was shown as “D-4” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was identified as the “Pumping Station” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again designated as “D-4” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. The building is located at the end of a short access drive off Rehor Road, just to the south of the east-west runway.

Description:

This brick and concrete building has a poured concrete slab foundation and a flat roof; the roof materials are not visible. Aluminum trim runs along the roof and wall edge. A concrete block and brick shed roof addition, covered with asphalt shingles, abuts the south elevation. The brickwork, laid in 5-1 common bond, is parged along a narrow band that runs along all sides just below the slight roof overhang. Two one-over-one double hung aluminum replacement sash windows are located on the east and west elevations, flanking central doorways that contain a set of metal double doors; the doors on the west elevation have short, rectangular fixed pane windows. A similar set is located on the north elevation, surrounded by four pipes that project beyond the wall plane. Other doors include metal doors that contain large rectangular fixed-pane

windows. Three regularly spaced capped aluminum vents project above the roof towards the northern edge.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense property type built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Water Pumping Station has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0013



Property Name: WFF # D-008 – Central Heating Plant

Address: Corner of Stubbs Boulevard and Rehor Road

Property Type: Power Plant

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This two-story building was built in 1944 and has served as the heating plant for the Chincoteague Naval Auxiliary Air Station (CNAAS) and now the Wallops Flight Facility (WFF) main base. The building was identified as the “Boiler House” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was again designated as the “Boiler House” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was identified as “D-8” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy.

Located at the corner of Rehor Road and Stubbs Boulevard, the plant has pipes that project from both east and west elevations that carry heated steam to the various buildings on the base and bring the cooled air back to the plant. The pipes are supported by steel or concrete posts.

Description:

The building has a poured concrete slab foundation and a shallow pitch (almost flat) gable roof. The roof and walls are covered with modern corrugated steel panels. The building is seven bays long. A one-story shed roof addition is located in the northwest corner bay. Each of the other bays on the west elevation contains tall, two-story window openings, which contain a mix of steel fixed, and awning sash replacement windows. The same types of windows are found on the east elevation in the stacked openings of each bay. Other windows include one-over-one double hung steel replacement sash. A half story shed addition extends along the three center bays of the west elevation, from beneath the lower edge of the windows. The addition is flanked to the south by two tall door openings each of which contains an aluminum roll top door. The other

doors are plain steel. Four aluminum vent pipes project from the roof. The south pipe contains a flattened conical cap.

Eligibility:

This building is an example of a support building associated with a Military/Defense property, built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable the Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the Navy discontinued aircraft carrier training at the base and in 1951 CNAAS became a Naval Air Facility with a primarily research-based mission that corresponded with the mission of NAOTS until the based was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Central Heating Plant has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory .

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the exterior. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0014



Property Name: WFF # D-010 – Gymnasium

Address: Stubbs Boulevard

Property Type: Gymnasium

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story building, built in 1945, has served as the gymnasium for the Chincoteague Naval Auxiliary Air Station (CNAAS) and the Wallops Flight Facility (WFF) main base. Originally, a portion of the building was used as a post office. The building was identified as the “Physical Fitness Bldg.” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was identified as the “Recreation Building” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again designated as “D-10” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located at the corner of Stubbs Boulevard and Bond Street, near the geographical center of the main base, across Stubbs Boulevard from the Cafeteria and Photo Lab (001-0027-0034, WFF # E-002). A portion of the building currently contains offices.

Description:

The building is T-shaped in plan and has two main sections aligned perpendicular to one another: a gabled roof section toward the back that contains the gymnasium; and a front section with a flat roof aligned parallel to Stubbs Boulevard. A gabled roof addition was built onto the southwest end of the front section. One-story shed roof additions are located on the northwest and northeast sides of the rear section. A one-story, glass and steel entry vestibule has been added to the center of the southeast elevation. A set of concrete steps and a concrete ramp lead up to a concrete pad directly in front of the vestibule. A set of modern, galvanized steel fire escape stairs has been added to the northwest of the southwest addition and onto the northeast side of the front section. The entire building is constructed of concrete block covered with a modern, spray-on stucco finish. The rear section is seven bays long by three bays wide; each bay is

identified by engaged piers. The windows of the building include single and paired six-over-six double hung aluminum replacement sash, single and paired one-over-one double hung windows, some of which have decorative mullion inserts, and single and paired eight-over-twelve single hung aluminum replacement sash. Many of the windows are covered by modern, aluminum triple track storm and screen window frames

Eligibility:

This building is an example of a support building associated with a Military/Defense facility, built at the end of the World War I to World War II (1917-1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable the Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the Navy discontinued aircraft carrier training at the base and in 1951 CNAAS became a Naval Air Facility with a primarily research-based mission that corresponded with the mission of NAOTS until the based was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has retained some of its original use throughout its history on the base.

The Gymnasium has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The building has lost its integrity due to alterations to the resource and its setting. The building's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the application of a modern, exterior finish material. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0015



Property Name: WFF # D-012 – Sewage and Waste Disposal Pump House

Address: Reeder Road

Property Type: Pump House

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This small, one-story brick building, built in 1944, serves as the pump house for the sewage treatment plant located on the north side of the Wallops Flight Facility (WFF) main base. The building is part of a sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The building appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It was again identified as “D-12” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the building as “Pump House – Sewage Disposal Plant.” It is located along the east side of the treatment plant area, near the end of a small access drive into the fenced compound.

Description:

The building has a very low pitch (almost flat) asymmetrical gable roof, covered with rolled asphalt, and a poured concrete slab foundation. A capped aluminum exhaust vent is located on the roof. Aluminum flashing runs along the top edge of the wall on all four sides. The top section of the brick walls, laid in stretcher bond, is parged with concrete. An applied concrete facing panel, held in place by a metal frame that runs along its top and outer edges, extends along the entire length of the west elevation and along portions of the north and south. The windows of the building are one-over-one double hung vinyl replacement sash. All of the windows and doors have been replaced.

Eligibility:

The simple, utilitarian building is an example of a pump house associated with a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The building was constructed as part of CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Sewage and Waste Disposal Pump House has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

Although the building's original windows and door have been replaced, the Sewage and Waste Disposal Pump House retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0016



Property Name: WFF # D-012A – Sewage Treatment Plant Biofilter

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1944, is a circular-shaped concrete block basin containing two concentric rings. The building is part of a sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The building appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It was again identified as “D-12A” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Biofilter – Sewage Disposal Plant.” It is set into a sloping landscape in the southeast corner of the sewage treatment plant, just to the west of the east access drive. The structure is located just to the south of the Sewage and Waste Disposal Pump House (001-0027-0015, WFF # D-12).

Description:

The inner and outer rings of the biofilter are composed of concrete block, parged on the top edge and painted. The top edge of the inner ring is sunken below the outer ring, which rises a short distance above grade. The area between the two rings is planted in grass and contains two square-shaped airshafts, edged in concrete block and placed directly across from one another. The shafts provide access to a water-filled channel that extends beneath the inner basin, connecting the two shafts. Small metal hand/foot holds provide access down into the channel. The surface of the basin is covered with stones. In the center of the basin, there is a concrete element that supports a metal post to which four metal arms are attached, perpendicular to one another. The four arms extend out to the inside edge of the inner ring. The metal apparatus

rotates during operation. The arms of the apparatus have small regularly spaced spouts, with distribution flanges to disburse spray over the surface. The arms are supported by cabling that is attached from one arm to another and from the top of the metal post to the outside edge of each arm.

Eligibility:

This utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The structure was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research -based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Biofilter has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Biofilter retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0017



Property Name: WFF # D-012B – Sewage Treatment Plant Communitor

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This small structure, built in 1944, is located along the top of a rise along the southern edge of the sewage treatment plant. The structure is part of a sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other structures of the “Sewage Plant.” It was again identified as “D-12B” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Communitor – Sewage Disposal Plant.”

Description:

This structure is a rectangular basin, T-shaped in plan and partially sunken into the ground. The structure contains two sections separated by a concrete dividing wall; the entire structure is covered with metal grates. The structure is accessed from grade by a set of four concrete steps, located along the exterior in the southwest corner. Metal guardrails encircle the exterior of the structure. The interior contains concrete platforms around and under which water flows. At the time of the field survey, the eastern chamber was dry and did not appear to have been in recent use. The longer section on the western side was in use, with a metal pump in continual operation. Water flows into the structure from the south side, from the direction of D-12K, a later addition to the sewage treatment plant that was not included in this survey.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The structure was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Comminutor has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Comminutor retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0018



Property Name: WFF # D-012C Sewage Treatment Plant Primary Sediment Tank

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

The structure, built in 1944, is a long, rectangular sunken tank, composed of poured concrete and left open from above. The structure is part of a sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It was again identified as “D-12C” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Primary Sediment Tank – Sewage Disposal Plant.” The structure is located to the north of and in an area below the Comminutor (001-0027-0017, WFF # D-12B) and to the west of the Pump House (001-0027-0015, WFF # D-12). The top edge of the structure is even with, or in some instances slightly above, the surrounding grade level.

Description:

The rectangular sunken tank is divided into three sections. The middle section is deeper and longer than the two narrow outer sections to the north and south. The south section is separated from the main tank by a slotted wall and is covered with a metal grate. The main tank has four concrete piers which span the west and east walls. A motor assembly on the south end connects to an axle that also spans the east and west walls. The axle turns two gears, which are each attached to a chain system that has a series of wood planks used to stir the sediment. The chains surround a track system that directs the wood planks. The chain and tracks run just below the upper edge of the wall down the far end walls and along the bottom length. Like the southern

section, the third, northern section is shallow and contains a drainpipe that extends from the east wall to the center of the section. A concrete walkway extends along the length of the east and north elevations. Metal guardrails wrap around the south side of the tank and along the outside edges of the concrete walkway. A smaller Sediment Tank (001-0027-0025, WFF # D-97) was built along the western side of the structure in 1954.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The structure was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Primary Sediment Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory I.

The Sewage Treatment Plant Primary Sediment Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0019



Property Name: WFF # D-012D - Sewage Treatment Plant Sludge Drying Bed

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This structure was built in 1944 and was used as a sludge drying bed. The structure is part of a sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It is identified as “D-12D” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Sludge Dr. Beds – Sewage Disposal Plant.” The structure is located roughly in the center of the sewage treatment plant, to the west of the Primary Sediment Tank (001-0027-0018, WFF # D-12C) and to the south of the Sludge Digestion Tank (001-0027-0020, WFF # D-12E). The structure does not appear to be in use.

Description:

The structure is a large, almost square-shaped basin composed of concrete blocks and sunken into the ground. The square is divided in half by an interior concrete block wall. The top edges of the walls are parged with cement to prevent moisture intrusion. A floor is no longer visible, although a rough, broken rim that runs around the interior base of the walls indicates that there once may have been a poured concrete floor that has since collapsed. A pattern of bare areas in the vegetation that now grows within the structure indicates there were divisions within the two rectangular half sections. A metal drainpipe is located near the top of the east wall in the northeast corner.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Sludge Drying Bed has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The Sewage Treatment Plant Sludge Drying Bed retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0020



Property Name: WFF # D-012E - Sewage Treatment Plant Sludge Digestion Tank

Address: Reeder Road

Property Type Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1944, is a sludge digestion tank and is part of the sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It is identified as “D-12E” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Sludge Digestion – Sewage Disposal Plant.” It is located roughly in the center of the sewage treatment plant, north of the Sludge Drying Bed (001-0027-0019, WFF # D-12D) and south of a second Sludge Digestion Tank (001-0027-0028, WFF # D-99) built in 1954.

Description:

The poured concrete structure is a large cylinder with a small rectangular section placed on the outside edge of the circular tank on the east side. The tank is surrounded by an earth berm; only the top few feet of the exterior wall are exposed. A concrete walkway provides access to the top of the structure from the northwest. The interiors of both sections are open from above. Seven iron pipes project into the rectangular section from the main tank; the pipe openings are visible on the interior of the tank. Iron foot/hand holds provide access down into the rectangular area from above. The interior of the tank also has three plastic pipes located in the center of the tank that stand parallel to the sides, equidistant from one another. There are several other pipes located on the interior of the structure in an irregular pattern. The tank does not appear to be in use.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Sludge Digestion Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Sludge Digestion Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0021



Property Name: WFF # D-012G - Sewage Treatment Plant Secondary Sedimentation Tank

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1944, was used as a secondary sedimentation tank in the sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” Its function was again identified as “D-12G” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Sec. Sediment Tank – Sewage Disposal Plant.” The structure is located at the base of a slope, just to the west of the Pump House (001-0027-0015, WFF # D-12) and the Rotary Biofilter (001-0027-0024, WFF # D-96) and to the north of and below the Primary Sediment Tank (001-0027-0018, WFF # D-12C); a small strip of lawn fronting a concrete retaining wall surrounds the immediate south and west sides

Description:

The structure is a long, rectangular sunken tank, composed of poured concrete and left open from above. The top edge of the tank is even with, or in some instances slightly above, grade level. The rectangular tank is divided into three sections. The middle section is deeper and longer than the two narrow outer sections to the north and south. The south section is separated from the main tank by a slotted wall and is covered with a metal grate. The main tank has four concrete piers which span between the west and east walls. A motor assembly on the south end connects to an axle that also spans the east and west walls. The axle turns two gears, which are attached to a chain system that has a series of wood planks used to stir the sediment. The chains surround a

track system that directs the wood planks. The chain and tracks run just below the upper edge of the wall down the far end walls and along the bottom length. Like the southern section, the third, northern section is shallow and contains a drainpipe that extends from the east wall to the center of the section. A small rectangular section extends along a portion of the eastern edge of the main tank unit; the section and tank share the same south wall. A concrete walkway extends along the length of the east and north elevations. Metal guardrails wrap around the south side of the tank and along the outside edges of the concrete walkway. The tank and small extension are currently filled with water but do not appear to be in operation. A smaller Secondary Sediment Tank (001-0027-0029, WFF # D-100) was built along the western side of the structure in 1954.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Secondary Sedimentation Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Secondary Sedimentation Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0022



Property Name: WFF # D-012J - Sewage Treatment Plant Chlorine Reactor Basin

Address: Reeder Road

Property Type: Water-related

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This resource consists of two sunken, poured concrete tanks built in 1944. The tanks served as the chlorine reaction basins for the sewage treatment plant, one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure appears on a 1942 drawing entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan, grouped with other buildings and structures of the “Sewage Plant.” It is identified as “D-12H” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. The 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy identifies the structure as “Chlorine React. Basin – Sewage Disposal Plant.” The tanks are located near the northeast corner of the sewage treatment plant, against the north edge of the fenced compound and at the base of a slope that rises to the west.

Description:

The two poured concrete tanks are sunken into the ground with the top edge just slightly above grade. A strip of grass in which two concrete hatch openings with double metal doors have been placed at the north and south ends of the strip separates the tanks. Each tank is rectangular with two interior rectangular compartments. The compartments are covered with a metal piece divided into three equal sections; the outer sections contain grating while the center section contains a cylindrical metal motor housing and vent pipe that extends above the surface of the tank. Metal guardrails surround the structures. The interior of the tanks each contain four concrete beams that extend the length of the interior of the tank, located approximately halfway down the tank. Two metal cross ties span across three of the beams, one at the south end

covering the three outer beams and one at the north end of the tank, covering the three inner beams.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed at the end of the World War I to II (1917-1945) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Chlorine Reaction Basin has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Chlorine Reaction Basin retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0023



Property Name: WFF # D-095 – Water Reservoir

Address: Rehor Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, served as the water reservoir for the Chincoteague Naval Auxiliary Air Station (CNAAS) and the Wallops Flight Facility (WFF) main base. The building is included on a list of proposed structures as “500,000 Gal. Water Tank” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was identified as “D-95” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It is located in a grassy, gently sloping area south of the east-west runway, located between Rehor Road and Bond Street, behind the Water Pumping Station (001-0027-0012, WFF # D-004) and the Water Treatment Pump house (001-0027-0033, WFF # D-137).

Description:

This concrete cylindrical tank rises a few feet above grade and is topped with a slightly curved concrete dome. Two curved steel vent pipes are located in the center of the dome and two rectangular, aluminum vents project from the southwest corner around a square, vented hatch. A cylindrical concrete hatch, whose top edge projects one to two feet above grade, is located just to the southwest of the structure.

Eligibility:

The structure is representative of a secondary resource associated with a Military/Defense facility type that gained importance in the New Dominion (1945-present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the

U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Water Reservoir has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory I.

The structure retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0024



Property Name: WFF # D-096 - Sewage Treatment Plant Rotary Biofilter

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of the sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure is located just north of the Sewage and Waste Disposal Pump House (001-0027-0015, WFF # D-012), beyond the end of the access road into the fenced sewage treatment plant compound.

Description:

The structure is a shallow circular-shaped poured concrete basin that has been sunken into the ground, projecting a few feet above grade. Two square-shaped airshafts project from the outside perimeter, directly across from one another. The shafts provide access to a water-filled channel that extends beneath the basin, connecting the two openings. At the southwest airshaft, a metal cone is located in between two notches cut into the rim of the circular wall. The cone has a threaded iron rod that extends upward to which a metal flywheel is attached at the top. The wheel controls a valve opening located at the base of the shaft that allows water to flow from the shaft into the channel and vice-versa. The notching likely served as an overflow, at which time the flywheel could be turned, opening the valve allowing the overflow to enter the chamber running beneath the structure. The surface of the basin is covered with stones. In the center of the basin, there is a concrete element that supports a metal post to which four metal arms are attached, perpendicular to one another. The four arms extend out to the inside edge of the exterior wall. The metal apparatus rotates during operation. The arms of the apparatus have small regularly spaced spouts, with distribution flanges to disburse spray over the surface. The arms are supported by cabling that is attached from one arm to another and from the top of the metal post to the outside edge of each arm.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed during the New Dominion (1945 - present) period. The treatment plant was built to service CNAAS.

Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Rotary Biofilter has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Rotary Biofilter retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0025



Property Name: WFF # D-097 Sewage Treatment Plant Primary Sediment Tank

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of the sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure abuts the west side of another Primary Sediment Tank (001-0027-0018, WFF # D-012C) and is located just southwest of the Sewage and Waste Disposal Pump House (001-0027-0015, WFF # D-012).

Description:

This structure, a rectangular-shaped tank made of poured concrete, was built as an addition to the west side of the Primary Sediment Tank (001-0027-0018, WFF # D-012C). While the structures share a south wall, this resource does not extend as far to the north as the adjoining tank. It has been sunken into the ground so that the top is even with or slightly raised above grade. The structure is arranged in three sections. Each section is open from above; however, the southern and northern sections are much smaller than the center section (which contains the main body of the tank) and are covered with metal grates. The south section is shallow and separated from the main tank by a slotted wall. The main tank has two concrete piers which span the space between the west and east walls. A motor assembly on the south end connects to an axle that also spans the east and west walls. The axle turns two gears, which are each attached to a chain system that holds a series of wood planks used to stir the sediment. The chains surround a track system that directs the wood planks. The chain and tracks run just below the upper edge of the wall down the far end walls and along the bottom length. Like the southern section, the third, northern section is shallow and contains a drainpipe that extends from the east wall to the center of the section.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed during the New Dominion (1945 – present) period. The treatment plant was built to service CNAAS.

Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Primary Sediment Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Primary Sediment Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0026



Property Name: WFF # D-098 - Sewage Treatment Plant Sludge Drying Bed

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of the sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure is bordered on the west by a drive that ramps upward from grade level at the southwest corner until it is flush with the top surface of the tank at a point roughly a third of the length of the tank from the southwest corner. A second smaller Sludge Drying Tank (001-0027-0027, WFF # D-098A) is located on the far west side of the drive; the north and south walls of the two sludge drying tanks are aligned. The drive provides access into the western section of the sewage treatment plant compound from Reeder Road.

Description:

This structure, made of poured concrete, is a long shallow rectangular tank that sits above grade and is open from above. The floor of the tank sits at or slightly below the surrounding grade level. The tank is divided by interior concrete walls into four sections; these walls are T-shaped in section. Each section is then divided in half again by a shorter concrete wall that rises roughly halfway up the outer walls. Iron pipes extend over these half walls in the two western sections. The iron pipes are supported by two small, tapering concrete plinths. There is a concrete distribution box with four removable metal panels with handles at the point where the iron pipes would intersect with the center divider.

Eligibility:

The utilitarian structure is an example of a support structure associated with a sewage treatment plant constructed during the New Dominion (1945 – present) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy

aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Sludge Drying Bed has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Sludge Drying Bed retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0027



Property Name: WFF # D-098A - Sewage Treatment Plant Sludge Drying Bed

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of the sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure is bordered on the east by a drive that ramps upward from grade level at the southeast corner until it is flush with the top surface of the tank at a point roughly a third of the length of the tank from the southeast corner. A larger Sludge Drying Tank (001-0027-0026, WFF # D-098) is located on the far east side of the drive; the north and south walls of the two sludge drying tanks are aligned. The drive provides access into the western section of the sewage treatment plant compound from Reeder Road.

Description:

This long, rectangular tank structure is made of poured concrete and is divided into four sections by three short interior walls that extend halfway up the outer walls from the floor. The tank is open from above. At the junction of the east exterior wall and the north and south interior dividing walls there is a raised distribution box with two removable metal panels with handles, one on the north face and one on the south face of the distribution box.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed during the New Dominion (1945 – present) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy

discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Sludge Drying Bed has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Sludge Drying Bed retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0028



Property Name: WFF # D-099 - Sewage Treatment Plant Sludge Digestion Tank

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of a sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure is located along the north edge of the sewage treatment plant, to the north of another Sludge Digestion Tank (001-0027-0020, WFF # D-012E).

Description:

This one-story structure consists of a cylindrical tank with a square-plan tank house attached on the northeast side. The entire structure is made of poured concrete with horizontal grooves that have been incised into the sides of the tank house. An earth berm surrounds the cylindrical tank portion of the structure, leaving only the top few feet exposed. The interior of the tank is open from above. It is accessed via a concrete stairway that leads up the side of the berm from the northeast to a landing just southeast of the tank. From there a small set of stairs leads from the landing up to the side of the tank. Six regularly spaced concrete brackets project from the tank walls in the interior. The interior of the tank also has three plastic pipes located in the center of tank that stand parallel to the sides, equidistant from one another. There are several pipes and other mechanical equipment irregularly placed on the interior. The tank does not appear to be in use. The tank house has a flat roof covered with tar and gravel. Two aluminum capped exhaust vents project from the roofline. A single four pane, horizontal pivot window with metal frame is found in the center of the north and south sides of the house, just below the roofline. The west elevation contains a single steel door with a small rectangular vent at the bottom. Aluminum flashing runs along the top edge of the wall on all four sides.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed during the New Dominion (1945 - present) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Sludge Digestion Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Sludge Digestion Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0029



Property Name: WFF # D-100 - Sewage Treatment Plant Secondary Sedimentation Tank

Address: Reeder Road

Property Type: Water-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, was constructed as part of the second phase of development of a sewage treatment plant. The plant was one of two such complexes built on Chincoteague Naval Auxiliary Air Station (CNAAS) during World War II. The structure abuts the west side of another Secondary Sediment Tank (001-0027-0021, WFF # D-012G) and is located at the base of a slope, just to the west of the Sewage and Waste Disposal Pump House (001-0027-0015, WFF # D-012); a small strip of lawn fronting a concrete retaining wall surrounds the immediate south and west sides.

Description:

This structure, a rectangular-shaped tank made of poured concrete, was built in 1954 as an addition to the west side of the other Secondary Sediment Tank (001-0027-0021, WFF # D-012G). While the structures share a south wall, this resource does not extend as far to the north as the adjoining tank. It has been sunken into the ground so that the top is even with or slightly raised above grade. The structure is arranged in three sections. Each section is open from above; however, the southern and northern sections are much smaller than the center section, which contains the main body of the tank, and are covered with metal grates. The south section is shallow and separated from the main tank by a slotted wall. The southern wall splays outward from an area in the center that holds a pipe opening. The main tank has two concrete piers which span the space between the west and east walls. A motor assembly on the south end connects to an axle that also spans the east and west walls. The axle turns two gears, which are each attached to a chain system that holds a series of wood planks used to stir the sediment. The chains surround a track system that directs the wood planks. The chain and tracks run just below the upper edge of the wall down the far end walls and along the bottom length. Like the southern

section, the third, northern section is shallow and contains a drainpipe that extends from the east wall to the center of the section.

Eligibility:

The utilitarian structure is a component of a sewage treatment plant constructed during the New Dominion (1945 – present) period. The treatment plant was built to service CNAAS. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although it does not appear to be in use currently, the structure has essentially retained its original use throughout its history on the base.

The Sewage Treatment Plant Secondary Sedimentation Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Sewage Treatment Plant Secondary Sedimentation Tank retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association has been adversely affected by the changes made to the surrounding environment of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0030



Property Name: WFF # D-101 – Optical Devel. Lab & Proj. E

Address: Rehor Road

Property Type: Laboratory

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story structure, built in 1954, was originally used as the electronics and electrical maintenance shop houses when constructed as part of the Chincoteague Naval Auxiliary Air Station. The building was identified as “D-101” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building currently houses the Optical Devel. Lab & Proj. E. It is located in a level area on the north side of the Wallops Flight Facility (WFF) main base. It is on the north side of Rehor Road, just to the south of the east-west runway (#10-28), and to the immediate southeast of Aircraft Maintenance Hanger (001-0027-0011, WFF # D-001).

Description:

This concrete block building has a poured concrete slab foundation and a gable roof covered with corrugated steel panels. The gable end of the east elevation is faced with wood shingles while the west has corrugated steel panels; a metal vent is centrally located beneath the gable peak on the west. A one-story shed addition, covered with asphalt shingles, abuts a portion of the west elevation. A set of steel replacement double doors with large rectangular fixed-pane windows is located in the center of the addition’s west elevation. Two one-story additions with flat roofs project from the south elevation. One, located in the center of the elevation, contains a set of double doors with vents while the other is a modern steel and glass entry vestibule. A pair of steel doors, each with a fixed two-pane window, is located near the center of the north elevation, flanked to the east by a set of metal double doors. A single one-over-one double hung aluminum replacement sash window flanks the doors to the west.

Eligibility:

The building is representative of a secondary structure associated with a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Optical Devel. Lab & Proj. E has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0031



Property Name: WFF # D-102 - Fuel Oil Storage Tank

Address: Rehor Road

Property Type: Air-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, is one of two adjacent oil storage tanks built for the Chincoteague Naval Air Auxiliary Station (CNAAS). The building was identified as “D-102” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The tanks are located on the south side of Rehor Road near the intersection with Stubbs Boulevard, just south of Aircraft Maintenance Hangar (001-0027-0011, WFF # D-001) and Aircraft Ground Support (WFF # D-002). The tanks are in an elevated area, surrounded by a grass-covered berm. An access drive provides access to the tanks from Rehor Road.

Description:

The circular tank has a poured concrete base and a flat roof; both the roof and the sides of the tank are sheathed with metal. Two round steel access doors project from the wall surface near the base on the north side. A metal pipe runs up the side of the tank on the north side and connects into the top while another pipe connects into the side. A set of steps, part of a wood plank walkway that provides access from the drive to the tank, goes over the berm and lead to a galvanized steel ladder on the east side. The ladder provides access to a galvanized steel platform at the top of the tank that is supported by steel posts.

Eligibility:

The building is representative of a secondary structure associated with a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to

enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Fuel Oil Storage Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the structure's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0032



Property Name: WFF # D-103 - Fuel Oil Storage Tank

Address: Rehor Road

Property Type: Air-related

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This structure, built in 1954, is one of two adjacent oil storage tanks built for the Chincoteague Naval Air Auxiliary Station (CNAAS). The building was identified as “D-102” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The tanks are located on the south side of Rehor Road near the intersection with Stubbs Boulevard, just south of Aircraft Maintenance Hangar (001-0027-0011, WFF # D-001) and Aircraft Ground Support (WFF # D-002). The tanks are in an elevated area, surrounded by a grass-covered berm. An access drive provides access to the tanks from Rehor Road.

Description:

The circular tank has a poured concrete base and a flat roof; both the roof and the sides of the tank are sheathed with metal. Two round steel access doors project from the wall surface near the base on the north side. A metal pipe runs up the side of the tank on the north side and connects into the top while another pipe connects into the side. A set of steps, part of a wood plank walkway that provides access from the drive to the tank, goes over the berm and lead to a galvanized steel ladder on the east side. The ladder provides access to a galvanized steel platform at the top of the tank that is supported by steel posts.

Eligibility:

The building is representative of a secondary structure associated with a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to

enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Fuel Oil Storage Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship and feeling. Although remaining in its historic location, the structure's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

01-0027-0033



Property Name: WFF # D-137 – Water Treatment Pump House

Address: Rehor Road

Property Type: Pump House

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This concrete block building, built in 1955, functions as a Water Treatment Pump House and contains associated mechanical equipment and supplies, a function that is consistent with its original use. The building was identified as “D-137” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located in a grassy area beyond the end of a short access drive off Rehor Road, between Building D-4 Water Pumping Station and D-95 Water Reservoir, just to the south of the east-west runway (WFF # 10-28).

Description:

The rectangular building has a poured concrete slab foundation and a flat roof surrounded on three sides by parapet walls; the roof materials are not visible. Aluminum flashing runs along the top edges of the parapets. Each window and doorway opening is surmounted by a concrete lintel. The windows of the building are the original two-over-two double hung wood sash. A set of metal double doors, each with a small, rectangular fixed-pane window, is located on the west elevation. A similar single door is located on the south.

Eligibility:

The building is representative of a secondary resource associated with an Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station

(NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Water Treatment Pump House has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0034



Property Name: WFF # E-002 - Cafeteria and Photo Lab

Address: Stubbs Boulevard

Property Type: Military Facility

Construction Date: 1944

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building, built in 1944, has served as a cafeteria at the Chincoteague Naval Air Auxiliary Station (CNAAS), a function that has continued since that time. The building was identified as the “Subsistence Building” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was designated at the “Mess, Galley, Store and Rec.& Par. Loft” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. Its function was designated as “Link Trainer, Radar, and Armory” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the corner of Stubbs Avenue and Anderson Street, across from the Gymnasium (001-0027-0014, WFF # D-010) on the Main Base portion of the Wallops Flight Facility (WFF).

Description:

This building has a simple, gable on hip roof, covered with asphalt roofing. The brick walls are laid in a 5/1 common bond pattern. This building has a central core that runs in a north-south direction, with a number of wings radiating at right angles from it. Two wings extend to the west, towards Stubbs Avenue, and form the front of the building. Three wings extend from the core to the east, or rear (service) portion of the building. The area under each gable is sheathed with aluminum siding. On the two westernmost wings, a simple shed porch, supported by simple wooden posts, shelters a walkway. On virtually all elevations, numerous original window openings have been filled in, creating a discernable pattern in the brickwork. On the western elevation of the main block, a large greenhouse has been added. Throughout the east elevation, each section of the building is punctuated by modern numerous vents, roll-up doors, and double doors.

Eligibility:

This building is an example of a building type associated with a Military/Defense facility built at the end of the World War I to World War II (1917 – 1945) period. The building was constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable the Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the Navy discontinued aircraft carrier training at the base and in 1951 CNAAS became a Naval Air Facility with a primarily research-based mission that corresponded with the mission of NAOTS until the based was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Cafeteria and Photo Lab has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of modern material such as aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0035



Property Name: WFF # E-005 – Contract Office and Storage Building

Address: Andersen Street

Property Type: Military Facility

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This one story brick building, built in 1944, originally served as a storehouse and later a U.S. Navy brig for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was identified as the “Store House” on a 1944 facility map entitled “General Plot Plan – Auxiliary Air Station, Chincoteague, Virginia” by Giffels and Valet, Engineers and Architects, Detroit, Michigan. It was designated as the “Brig” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. Its function was identified as “E-5” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building currently functions as the Contracts Office and Storage Building. It is located behind the Cafeteria and Photo Lab (001-0027-0034, WFF # E-002), off Andersen Street, near the geographical center of the Wallops Flight Facility (WFF) main base.

Description:

The building has a poured concrete slab foundation and a shallow pitch (almost flat) gable roof. While the roof materials are not visible, aluminum flashing runs along the edge of the roof. Various aluminum vents and pipes project from the surface of the roof. The top portions of the brick walls, which are laid in 5/1 common bond, are covered by ridged, aluminum trim – a modern treatment. The building is roughly T-shape in plan. Windows for the building are all replacement and include one-over-one double hung aluminum replacement sash. There are also two fixed-pane windows, one of which on the southeast elevation is in a larger window opening that has been filled in. Two tall concrete piers, placed on either side of the projecting bay of the northwest elevation, support steam heating pipes.

Eligibility:

The simple, utilitarian building is representative of a secondary building type associated with a Military/Defense property, built at the end of the World War I to World War II (1917 – 1945) period.

The Contract Office and Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by the replacement of the building's doors and windows and the introduction of modern ridged aluminum trim. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0036



Property Name: WFF # E-007 - ASB RCDS Stor/Post Ofc Mail & File

Address: Andersen Street

Property Type: Military Facility

Construction Date: 1945

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1945, originally served as a training facility for the Chincoteague Naval Auxiliary Air Station (CNAAS). Its function was identified as “aviation training and education” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “mess hall, Navy exchange & cafeteria” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. Located approximately 40 yards east of the corner of Stubbs Avenue and Anderson Street on the main base portion of the Wallops Flight Facility (WFF), the building is notable for its curved roof.

Description:

The westernmost end serves as the entrance to the brick building that features a semi-circular roof. A modern aluminum frame and glass addition has been placed at the northwest corner to create an airlock for persons entering the building. Two modern doors, painted grey, lead into the building. Above this entryway is a blocked window opening above a concrete lintel. At the southwest corner, a two-over-two metal modern window punctuates the elevation. Above it is a louvered metal vent. The south elevation is punctuated by two simple brick additions, one placed at the center of the elevation, and the second toward the southeast corner of the building. A shallow shed roof covers each of these additions. The only distinguishing features are the aluminum gutter and leader system, and a metal ventilator placed in the center of the roof. The easternmost end functions as the service entrance to the facility. A metal door and transom are located in the center of the elevation. To its left and right are larger metal roll-up doors. Above each of these is a metal ventilated window. The north elevation is different in treatment than the south. While it is also brick, a metal door and transom have been placed near the center of the elevation. To the right of the door are a series of modern two-over-two metal windows. A pair

of these windows is also found at the northwest corner. Over all these elements are approximately 12 metal brackets that support utilities for the building. A concrete pad is found at the northeast corner of the building.

Eligibility:

This simple, utilitarian building is representative of a secondary building type associated with a Military/Defense property, built at the end of the World War I to World War II (1917 – 1945) period.

The ASB RCDS Stor/Post Ofc Mail & File building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions and the replacement of the building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0037



Property Name: WFF # E-104 – Management Education Center

Address: Fulton Street

Property Type: Barracks

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This three-story building, built in 1954, is one of five almost identical buildings grouped together along the northwest side of Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as enlisted men’s barracks for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as the “Barracks...Under Construction” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It appears as “E-104” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It is currently used as office space for the Management Education Center. To the northeast there is an open field covered with grass while the four other similar buildings are located to the southwest. Areas of lawn, divided by continuous concrete sidewalks, surround the building on all four sides.

Description:

This long, narrow rectangular building has a poured concrete slab foundation and a flat roof. While the roof materials are not visible, aluminum flashing runs along the outside edge. The exterior walls of the concrete building are covered with a modern, spray-on stucco finish. The northeast and southwest elevations are twelve bays long; the north and south corner bays are recessed. Concrete ledges are cantilevered out from the wall plane along almost the entire length of the northeast and southwest elevations, at the top of each floor. An enclosed elevator shaft that projects from one bay on the northeast elevation interrupts the ledges. Horizontal lines are incised into the surface of the southeast and northwest elevations at the same level as the ledges. Three small, one-over-one double hung aluminum sash windows are stacked vertically on the northwest and southeast elevations. Two-over-two fixed aluminum sash windows are located in the bays on the top two floors of the long elevations while three-over three fixed aluminum sash

and single fixed aluminum sash windows are on the first. A flat, cantilevered concrete awning projects over doorways on the outer bays, each of which contains a steel door with a long narrow fixed-pane window. The doorways are accessed from grade by a short set of concrete stairs with metal guardrails that lead up to a landing platform directly in front of the doors. A one-story shed roof addition abuts the northeast elevation on the north end, adjacent to an entry portico with a steel overhang that shelters a set of steel and glass double doors and a sliding aluminum sash window. A set of concrete steps provides access to the doors. Continuous concrete sidewalks on all sides surround the building. A flat concrete roof supported by steel posts, added to the north end of the southwest elevation, creates a covered walkway over a raised section of concrete sidewalk, surrounded by metal guard rails, that connects E-104 with the Proc. Fiscal Ofcs. (Lib) Building (001-0027-0038, WFF # E-105) to the southwest.

The building is one of the few buildings constructed on CNAAS/WFF designed with an attention to a twentieth-century architectural style idiom. The building shows elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction, and smooth wall surfaces.

Eligibility:

The building is representative of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several building constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Management Education Center has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; although it embodies some of the distinctive characteristics of a type, period, or method of construction, it does not represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the

building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0038



Property Name: WFF # E-105 – Proc. Fiscal Ofcs (Lib) Building

Address: Fulton Street

Property Type: Barracks

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This three-story building, built in 1954, is one of five almost identical buildings grouped together along the northwest side of Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as enlisted men's barracks for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as the "Barracks...Under Construction" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It appears as "E-105" on the 1957 "General Development Plan – Naval Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. The building currently houses the Wallops Technical Library and administrative offices. The building is placed between the Management Education Center (001-0027-0037, WFF # E-104) to the northeast and the Observational Science Building (001-0027-0039, WFF # E-106) to the southwest. Areas of lawn, divided by continuous concrete sidewalks, surround the building on all four sides

Description:

The long, narrow rectangular building has a poured concrete slab foundation and a flat roof. While the roof materials are not visible, aluminum flashing runs along the outside edge. The exterior walls of the concrete building are covered with a modern, spray-on stucco finish. The northeast and southwest elevations are twelve bays long; the north and south corner bays are

recessed. Concrete ledges are cantilevered out from the wall plane along almost the entire length of the northeast and southwest elevations, at the top of each floor. An enclosed elevator shaft that projects from one bay on the northeast elevation interrupts the ledges. Horizontal lines are incised into the surface of the southeast and northwest elevations at the same level as the ledges. Three small, one-over-one double hung aluminum sash windows are stacked vertically on the northwest and southeast elevations. Two-over-two fixed aluminum sash windows are located in the bays on the top two floors of the long elevations while three-over-three fixed aluminum sash and single fixed aluminum sash windows are on the first. A flat, cantilevered concrete awning projects over doorways on the outer bays, each of which contains a steel door with a long narrow fixed-pane window. The doorways are accessed from grade by a short set of concrete stairs with metal guardrails that lead up to a landing platform directly in front of the doors. A one-story shed roof addition abuts the northeast elevation on the north side of the projecting elevator shaft. The addition is located at the end of a covered walkway that extends from Building E-104 and contains a set of steel and glass double doors and a sliding steel sash window. A similar walkway, consisting of a flat concrete roof supported by slender steel posts and surrounded by metal guard rails, extends from the southwest elevation to Building E-106. A second one-story flat roof addition extends toward the northeast from the recessed north bay, containing a set of steel double doors and a single door with a three fixed-pane window.

The building is one of the few buildings constructed on CNAAS/WFF designed with an attention to a twentieth-century architectural style idiom. The building shows elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction and smooth wall surfaces.

Eligibility:

The building is representative of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Proc. Fiscal Ofcs. (Lib) Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; although it embodies some of the distinctive characteristics of a type, period, or method of construction, it does not represent the work of a

master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the building's doors, windows, and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0039



Property Name: WFF # E-106 – Observational Science Building

Address: Fulton Street

Property Type: Barracks

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This three-story building, built in 1954, is one of five almost identical buildings grouped together along the northwest side of Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as enlisted men's barracks for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as the "Barracks...Under Construction" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It appears as "E-106" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. The building is currently used as the Observational Science Building. The building is placed between the Proc. Fiscal Ofcs. (Lib) Building (001-0027-0038, WFF # E-105) to the northeast and Sound Rocket/Balloon Project Building (001-0027-0040, WFF # E-107) to the southwest. Areas of lawn, divided by continuous concrete sidewalks, surround the building on all four sides.

Description:

The long, narrow rectangular building has a poured concrete slab foundation and a flat roof. While the roof materials are not visible, aluminum flashing runs along the outside edge. The exterior walls of the concrete building are covered with a modern, spray-on stucco finish. The northeast and southwest elevations are twelve bays long; the north and south corner bays are recessed. Concrete ledges are cantilevered out from the wall plane along almost the entire length of the northeast and southwest elevations, at the top of each floor. An enclosed elevator shaft that projects from one bay on the northeast elevation interrupts the ledges. Horizontal lines are incised into the surface of the southeast and northwest elevations at the same level as the ledges. Three small, one-over-one double hung aluminum sash windows are stacked vertically on the northwest and southeast elevations. Two-over-two fixed aluminum sash windows are located in the bays on the top two floors of the long elevations while three-over-three fixed aluminum sash and single fixed aluminum sash windows are on the first. A flat, cantilevered concrete awning projects over doorways on the outer bays, each of which contains a steel door with a long narrow fixed-pane window. The doorways are accessed from grade by a short set of concrete stairs with metal guardrails that lead up to a landing platform directly in front of the doors. A one-story shed roof addition abuts the northeast elevation on the north side of the projecting elevator shaft. The addition is located at the end of a covered walkway that extends from the Proc. Fiscal Ofcs. (Lib) Building (001-0027-0038, WFF # E-105) and contains a set of steel and glass double doors and a sliding steel sash window. A second one-story flat roof addition extends toward the northeast from the recessed north bay, containing a set of steel double doors and a single door with a three fixed-pane window.

A modern, three-story addition has been constructed onto the north end of the southwest elevation of the Observational Science Building (001-0027-0039, WFF # E-106) that connects with the Sound Rocket/Balloon Project Building (001-0027-0040, WFF # E-107) to create a U-shaped building with the two E buildings located in the arms of the U. The addition is covered with the same modern, spray-on stucco finish and carries the same incised lines found on the northwest elevation of the Observational Science Building (001-0027-0039, WFF # E-106). The center of the addition contains an observation tower that sits above the joining walls, the base of which projects to the southeast. The first story of the bay projects even further to the southeast and has an entry surmounted by a hipped roof covered with corrugated steel panels. The entry is a set of glass and steel double doors placed centrally within a glass and steel surround. A set of concrete steps with steel guardrails leads up from a wide, concrete sidewalk to a raised landing platform directly in front of the entry. The top portion of the tower contains a metal support railing that provides protection for an exterior observation platform above which a band of fixed steel sash windows with smoked glass extends on all four sides, placed beneath a concrete cap. The top of the tower also serves as an observation deck and is surrounded by metal support railings.

The building is one of the few buildings constructed on CNAAS/WFF designed with an attention to a twentieth-century architectural style idiom. The building shows elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction, and smooth wall surfaces.

Eligibility:

The building is representative of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s.

Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Observational Science Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; although it embodies some of the distinctive characteristics of a type, period, or method of construction, it does not represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0040



Property Name: WFF # E-107 – Sound Rocket/ Balloon Project Building

Address: Fulton Street

Property Type: Barracks

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This three-story building, built in 1954, is one of five almost identical buildings grouped together along the northwest side of Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as enlisted men’s barracks for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as the “Barracks...Under Construction” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It appears as “E-107” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is currently used as the offices and support spaces for the Sound Rocket/Balloon Project. The building is placed between the Observational Science Building (001-0027-0039, WFF # E-106) to the northeast and the Engineering Building (001-0027-0041, WFF # E-108) to the southwest. Areas of lawn, divided by continuous concrete sidewalks, surround the building on all four sides.

Description:

The long, narrow rectangular building has a poured concrete slab foundation and a flat roof. While the roof materials are not visible, aluminum flashing runs along the outside edge. The exterior walls of the concrete building are covered with a modern, spray-on stucco finish. The northeast and southwest elevations are twelve bays long; the north and south corner bays are recessed. Concrete ledges are cantilevered out from the wall plane along almost the entire length of the northeast and southwest elevations, at the top of each floor. An enclosed elevator shaft that projects from one bay on the northeast elevation interrupts the ledges. Horizontal lines are incised into the surface of the southeast and northwest elevations at the same level as the ledges. Three small, one-over-one double hung aluminum sash windows are stacked vertically on the northwest and southeast elevations. Two-over-two fixed aluminum sash windows are located in

the bays on the top two floors of the long elevations while three-over-three fixed aluminum sash and single fixed aluminum sash windows are on the first. A flat, cantilevered concrete awning projects over doorways on the outer bays, each of which contains a steel door with a long narrow fixed-pane window. The doorways are accessed from grade by a short set of concrete stairs with metal guardrails that lead up to a landing platform directly in front of the doors. A one-story shed roof addition abuts the southwest elevation on the north side end. The addition has two vertical slit windows on the sides and a set of steel-frame glass doors on the southwest end that open onto a concrete landing a short set of stairs with metal guardrails. At the base of the stairs, a concrete sidewalk leads to the Engineering Building (001-0027-0041, WFF # E-108). A second one-story flat roof addition extends toward the northeast from the recessed north bay and has a set of steel double doors and a single door with a three fixed-pane window.

A modern, three-story addition has been constructed onto the north end of the northeast elevation of the Sound Rocket/Balloon Project Building (001-0027-0040, WFF # E-107) that connects with the Observational Science Building (001-0027-0039, WFF # E-106) to create a U-shaped building with the two E buildings located in the arms of the U. The addition is covered with the same modern, spray-on stucco finish and carries the same incised lines found on the northwest elevation of Sound Rocket/Balloon Project Building (001-0027-0040, WFF # E-107). The center of the addition contains an observation tower that sits above the joining walls, the base of which projects to the southeast. The first story of the bay projects even further to the southeast and has an entry surmounted by a hipped roof covered with corrugated steel panels. The entry is a set of glass and steel double doors placed centrally within a glass and steel surround. A set of concrete steps with steel guardrails leads up from a wide, concrete sidewalk to a raised landing platform directly in front of the entry. The top portion of the tower contains a metal support railing that provides protection for an exterior observation platform above which a band of fixed steel sash windows with smoked glass extends on all four sides, placed beneath a concrete cap. The top of the tower also serves as an observation deck and is surrounded by metal support railings.

The building is one of the few buildings constructed on CNAAS/WFF designed with an attention to a twentieth-century architectural style idiom. The building shows elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction, and smooth wall surfaces.

Eligibility:

The building is representative of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s.

Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Sound Rocket/Balloon Project Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district

boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; although it embodies some of the distinctive characteristics of a type, period, or method of construction, it does not represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0041



Property Name: WFF # E-108 – Engineering Building

Address: Fulton Street

Property Type: Barracks

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This three-story building, built in 1954, is one of five almost identical buildings grouped together along the northwest side of Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as enlisted men's barracks for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as the

“Barracks...Under Construction” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It appears as “E-108” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is currently used as the Engineering Building. To the southwest there is an open field covered with grass while the Sound Rocket/Balloon Project Building (001-0027-0040, WFF # E-107) is located to the northeast. Continuous concrete sidewalks surround the building on all sides.

Description:

The long, narrow rectangular building has a poured concrete slab foundation and a flat roof. While the roof materials are not visible, aluminum flashing runs along the outside edge. The exterior walls of the concrete building are covered with a modern, spray-on stucco finish. The northeast and southwest elevations are twelve bays long; the north and south corner bays are recessed. Concrete ledges are cantilevered out from the wall plane along almost the entire length of the northeast and southwest elevations, at the top of each floor. An enclosed elevator shaft that projects from one bay on the northeast elevation interrupts the ledges. Horizontal lines are incised into the surface of the southeast and northwest elevations at the same level as the ledges. Three small, one-over-one double hung aluminum sash windows are stacked vertically on the northwest and southeast elevations. Two-over-two fixed aluminum sash windows are located in the bays on the top two floors of the long elevations while three-over-three fixed aluminum sash and single fixed aluminum sash windows are on the first. A flat, cantilevered concrete awning projects over doorways on the outer bays, each of which contains a steel door with a long narrow fixed-pane window. The doorways are accessed from grade by a short set of concrete stairs with metal guardrails that lead up to a landing platform directly in front of the doors. A one-story shed roof addition abuts the northeast elevation on the north side of the projecting elevator shaft and contains a set of steel and glass double doors, sheltered by an aluminum flat roof porch supported by steel posts. A set of concrete steps provides access to the doors. A second one-story flat roof addition extends toward the northeast from the recessed north bay and has a set of steel double doors and a single door with a three fixed-pane window.

The building is one of the few buildings constructed on CNAAS/WFF designed with an attention to a twentieth-century architectural style idiom. The building shows elements of the International Style with an absence of ornament, attention to the creation of rectangular, flat roofs, reinforced concrete construction, and smooth wall surfaces.

Eligibility:

The building is representative of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base

was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Engineering Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; although it embodies some of the distinctive characteristics of a type, period, or method of construction, it does not represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0042



Property Name: WFF # E-134 – Mobile Radar Shop Office/ Storage Building

Address: Fulton Street

Property Type: Storage

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1955, is located on Fulton Street near the geographic center of the Wallops Flight Facility (WFF) main base. Originally, the building was used as electronics storage for the Chincoteague Naval Auxiliary Air Station (CNAAS). It appears as “E-134” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is currently used as office space and for storage of equipment related to the mobile radar program. When not in use, the mobile radar units are stored on a paved area that surrounds the building to the immediate north and east.

Description:

The concrete block building has a poured concrete slab foundation and a simple gable roof covered with modern, corrugated steel panels; the same material covers the gable ends. The building is six bays long by two bays wide; projecting block piers mark the bays on the northwest and southeast sides. Two large roll top aluminum doors are located on the northeast elevation; a similar door opening has been filled in with concrete block on the southwest. A small, flat roof entry addition has been built onto the east end of the southeast elevation. A set of steel double doors, with long rectangular fixed-pane windows, is located on the northeast side. Other include plain steel doors with no windows and steel doors with a large rectangular fixed-pane window.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft

carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Mobile Radar Shop Office/Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by numerous additions, the use of a modern exterior treatment, and the replacement of the building's doors, windows and other original building fabric. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0043



Property Name: WFF # F-001 – Reproduction and Office Building

Address: Corner of Bliss and Avery Streets

Property Type: Administration Building

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story masonry building, built in 1946, originally served as apartments for officers stationed at the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as “F-1” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “M.O.Q. (4 Apts.)” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as the “F-1” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. The building is now an administration building and contains offices for personnel and printing/reproduction equipment. It is located at the corner of Avery and Bliss streets in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings.

Description:

This long, rectangular building is made of brick laid in stretcher bond and is set on a poured concrete slab foundation. The building has a minimally pitched (almost flat) roof with metal eaves, which overhang on the northeast and southwest sides, and aluminum flashing; the roof materials are not visible. Two capped aluminum exhaust vents pierce the roof. All of the windows are replacement one-over-one double hung vinyl sash with concrete sills. A projecting entrance vestibule addition, covered with a flat roof, was placed onto the center of the northwest elevation. The brickwork shows evidence in many areas where windows and door openings have been moved, altered or filled-in. All of the doors have been replaced.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has been altered considerably on the interior since its original construction and now serves an administrative function.

The Reproduction and Office Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Reproduction and Office Building has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of a modern addition to the northwest elevation. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0044



Property Name: WFF # F-002 – Telecommunication Facility Building

Address: Bliss Street

Property Type: Office/Office Building

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story masonry building, built in 1945, originally served as apartments for officers stationed at the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as “F-2” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “M.O.Q. (4 Apts.)” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as the “F-2” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. The building is now an administration building and contains offices for personnel and telecommunication equipment. It is located on Bliss Streets, between the Reproduction and Office Building (001-0027-0043, WFF # F-001) and the Conference and Morale Activities Building (001-0027-0045, WFF # F-003) in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings. A wooded area is located behind the building to the southeast.

Description:

This long, rectangular is made of brick laid in stretcher bond and is set on a poured concrete slab foundation. The building has a minimally pitched (almost flat) gable roof with metal eaves that overhang on the northeast and southwest sides and aluminum flashing. Two capped aluminum exhaust vents pierce the roof; the roof materials are not visible. All of the windows throughout the building are replacement one-over-one double hung vinyl sash with concrete sills. A one-bay-wide by three-bay-long addition was built onto the southwest side of the building, near the northwest corner. A projecting entrance vestibule addition, covered with a flat roof, was placed onto the center of the northwest elevation. The brickwork shows evidence in many areas where

windows and door openings have been moved, altered or filled in. A bulkhead with aluminum doors has been added in front of one of the east end bays on the southwest elevation. All of the doors have been replaced.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has been altered considerably on the interior since its original construction and now serves an administrative function.

The Telecommunication Facility Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Telecommunication Facility Building has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of a modern addition to the northwest elevation. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0045



Property Name: WFF # F-003 – Conference and Morale Activities Building

Address: Bliss Street

Property Type: Meeting Hall

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one and a half-story masonry building, built in 1946, originally served as an open and closed officers' mess hall for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as "F-3" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as the "Officers Mess" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as the "F-3" in the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by U.S. Navy. The building now houses conferences, staff meetings and morale building activities. It is located on Bliss Streets, between the Telecommunication Facility Building (001-0027-0044, WFF # F-002) and a Dormitory Building (001-0027-0046, WFF # F-004) in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings. A wooded area is located behind the building to the southeast.

Description:

This long, rectangular building is made of brick laid in stretcher bond. A large portion of the southwest side of the originally gabled roof building has been raised a half-story and covered with a flat roof; a brick belt course marks the edge between the first and half story above. Metal eaves with aluminum flashing overhang on the northeast and unaltered portions of the southwest elevations. The roof materials are not visible. Three capped aluminum exhaust vents pierce the roof while mechanical equipment associated with modern air conditioning is located in several areas of the roof. The original windows have been replaced with one-over-one vinyl sash. Many window openings have been filled-in with brick on all sides. An exterior brick chimney is

located on the northeast elevation. A shed roof porch, protecting mechanical equipment, has been added to the one-story portion of the southwest elevation. All of the doors have been replaced.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has been altered considerably on the interior since its original construction and now serves an administrative function.

The Conference and Morale Activities Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of a modern addition to the northwest elevation. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0046



Property Name: WFF # F-004 - Dormitory

Address: Bliss Street

Property Type: Dormitory

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story masonry building, built in 1946, originally served bachelor officers' quarters for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as "F-4" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "B.O.Q." on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as the "F-4" in the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by U.S. Navy. The building is located on Bliss Street, between the Conference and Morale Activities Building (001-0027-0045, WFF # F-003) and another Dormitory Building (001-0027-0047, WFF # F-005) in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings. A wooded area is located behind the building to the southeast.

Description:

This long, rectangular two-story building has been greatly reworked since its original construction. Concrete block walls onto which five, square-plan exterior additions have been built have enclosed the northeast and southwest walls of the original, rectangular two story main block. A single rectangular one-story shed addition has been built onto the entire northwest (front) elevation while a two-story shed addition has been built onto the southern half of the southeast elevation. All of the windows have been replaced with 1/1 double hung vinyl sash. All of the doors have been replaced as well with metal doors. The building is clad with tan stucco and white brick vertically laid in stacked bond. The roofs of the main block and the additions have been covered with modern corrugated sheet metal factory-painted brown.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. While the building still serves as a dormitory for conferences and as temporary housing by visiting government employees, additions and alterations have removed or obscured all original building fabric.

The Dormitory has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by the replacement and covering of much of the building's original materials, including the exterior walls, roof, doors and windows and the introduction of modern additions to each elevation. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the building itself and the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0047



Property Name: WFF # F-005 - Dormitory

Address: Corner of Bliss and Bond Streets

Property Type: Dormitory

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

At the time of survey, May 2004, this two-story building, originally built in 1946 and located at the corner of Bliss and Bond Streets, was undergoing remodeling; a process similar to what occurred to the adjacent Dormitory (001-0027-0046, WFF # F-004) located to the southwest. The building originally served as bachelor officers' quarters for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as "F-5" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "B.O.Q." on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as the "F-5" in the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by U.S. Navy. The building is located on the corner of Bliss and Bond Streets, in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings. A wooded area is located behind the building to the southeast.

Description:

An original two-story main block, built of brick laid in stretcher bond, has been enclosed by concrete block extensions on the northeast and southwest elevations. Onto the outer walls of those extensions, five brick square-plan additions have been built, laid in stacked bond, each of which has a shed roof covered with corrugated metal panels. A one-story addition has been built onto the northwest (front) elevation covering the entire elevation while a two-story addition has been placed onto the southeast elevation, covering only the southern half of the elevation. All of the windows and doors have been replaced with one-over-one vinyl sash and metal doors. However, four windows of the original building were still visible at the time of the survey, two

on the northwest elevation and two on the northeast side of the rear extension, revealing one-over-one double hung wood sash windows. Additionally, an exterior end chimney was visible, located in the center of the northwest elevation.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily ,research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. While the building still serves as a dormitory for conferences and as temporary housing by visiting government employees, additions and alterations have removed or obscured all original building fabric.

The Dormitory has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by the replacement and covering of much of the building's original materials, including the exterior walls, roof, doors and windows and the introduction of modern additions to each elevation. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the building itself and the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0048



Property Name: WFF # F-006 – NASA Headquarters Building

Address: Corner of Bliss and Bond Streets

Property Type: Administration Building

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story masonry building, built in 1946, serves as the facility headquarters building, as it did when originally constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was designated as “F-6” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Administration Bldg.” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as the “F-6” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located on the corner of Bliss and Bond Streets, across from the two dormitory buildings (001-0027-0046, WFF # F-004 and 001-0027-0047, WFF # F-005) in a level area near the geographic center of the Wallops Flight Facility (WFF) main base. Concrete sidewalks surround the building, with extensions to each doorway and the adjacent buildings. A parking lot is located to the southwest. An open lawn surrounds the building and adjoining parking lot on the northwest and southwest sides.

Description:

This long, rectangular two-story building is made of brick with a minimally pitched (almost flat) side gable roof, with metal eaves and aluminum flashing that overhangs slightly on the northwest and southeast (front) elevations, and a poured concrete slab foundation. The brickwork is laid in 5/1 American bond on the first story and stretcher bond on the second. The building is five bays wide by sixteen bays long. All of the windows, save one, are one-over-one double hung vinyl sash replacement with decorative, removable mullion inserts and concrete sill. One original double hung wood sash window remains on the northwest elevation. Many of the windows are covered by modern, aluminum triple track storm and screen window frames. Modern one-story

entry vestibules with flat roofs have been added to the two center bays of the southeast elevation and to the center bays of the northeast and southwest elevations.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The NASA Headquarters Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The NASA Headquarters Building has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of a modern addition to the northeast, southeast and southwest elevations. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0049



Property Name: WFF # F-007 – Property and Supply Building

Address: Corner of Bond and Wormhoudt Streets

Property Type: Laboratory

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building, originally constructed in 1946, was used for electronics research as part of the Chincoteague Naval Air Auxiliary Station (CNAAS). The building was identified as “F-7” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Offices and Storage” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-7” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located on the corner of Bond and Wormhoudt Streets, across from the Plating Shop (001-0027-0050, WFF # F-008) in a level area of the Wallops Flight Facility (WFF) main base, grouped with other industrial-focused buildings. There is an area of woods and vegetation to the south. A parking lot immediately fronts the buildings, between the north elevation and Bond Street.

Description:

The building has had several additions and other alterations. The original, center portion is a long, one story rectangular building with a flat roof, flanked on both ends by tall, two-story additions with shallow pitch gable roofs. A one and a half-story shed roof addition was built along the backside of the original portion, extending above the rear wall of the flat roof section. The entire building, both sidewalls and roof, is clad with modern corrugated metal panels. All of the original windows have been replaced with single and paired square casement windows. The entire building sits on a poured concrete slab. All of the doors have been replaced with modern steel doors, many of which contain a narrow, fixed pane window. A modern, glass entry vestibule with curved corrugated metal roof has been added to the north (front) elevation, within

an area of applied panelized concrete. Modern roll top doors of varying heights are found on the two story additions.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has been altered considerably since its original construction.

The Property and Supply Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The Property and Supply Building has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by replacement of the building's doors and windows, the introduction of a modern addition to the north elevation and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0050



Property Name: WFF # F-008 – Plating Shop

Address: Bond Street

Property Type: Shop

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building was built in 1946 and served as an ordnance machine shop for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was identified as “F-8” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Machine Shop” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-8” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located on Bond Street, across from the Property and Supply Building (001-0027-0049, WFF # F-007) in a level area of the Wallops Flight Facility (WFF) main base, grouped with other industrial-focused buildings. Open, lawn-covered area surrounds the north and east side of the building. A parking lot immediately fronts the buildings, between the south elevation and Bond Street. The building had until recently served as the Plating Shop for the Wallops Flight Facility; it is scheduled to be demolished in 2004.

Description:

The roughly L-shaped building is made of brick laid in stretcher bond. It sits on a poured concrete slab foundation and has a flat roof; the roof materials are not visible. The building retains many of its original two-over-two double hung wood sash windows with concrete sills, some of which have been replaced with one-over-one vinyl sash on the north elevation. There have been alterations and repair replacements throughout the building in doors and windows and there are areas where openings have been filled-in with brick. Five tall aluminum exhaust vents with conical caps project from the roof of the south arm of the L.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Plating Shop has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

Although some windows and the doors have been replaced, the Plating Shop retains its integrity of design, materials, workmanship, and feeling. While remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0051



Property Name: WFF # F-010 – Technical Service Shops and Offices

Address: Wormhoudt Street

Property Type: Shop

Construction Date: 1944

DHR Time Period: World War I to World War II (1917 – 1945)

DHR Historic Context: Military/Defense

Setting:

This large, three-story building, originally built in 1944, has been altered and added on to several times. It originally served as an aircraft maintenance hangar for the Chincoteague Naval Auxiliary Air Station (CNAAS). The building was identified as “F-10” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “N.A.O.T.S. Hangar and Offices” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-10” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located on Wormhoudt Street, across from the Property and Supply Building (001-0027-0049, WFF # F-007) in a level area of the Wallops Flight Facility (WFF) main base, grouped with other industrial-focused buildings. A large paved area surrounds the building on the north and east sides which originally served as an aircraft taxiway/apron. Currently the building houses offices and machine shops.

Description:

The building has a flat roof, a poured concrete slab foundation, and is clad on the sidewalls and roof with modern corrugated metal panels. Many of the additions feature a low pitch (almost flat) gable roof. The windows include vinyl ribbon casement, fixed pane, one-over-one double hung and sliding sash, all of which are modern replacement. There are three types of modern metal doors: plain, one with a long, narrow fixed pane window, and one with a large rectangular fixed pane window. Modern aluminum roll top doors are found throughout. The configuration of two-story, stepped panels on the east side, which once served as large retractable doors evidence the building’s original use as an aircraft maintenance hangar. The panels are now fixed.

Eligibility:

This building is an example of a building type associated with a Military/Defense property, built at the end of the World War I to World War II (1917 – 1945) period. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has been altered considerably since its original construction.

The Technical Services Shops and Offices has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0052



Property Name: WFF # F-010A – Tool and Equipment Storehouse

Address: Wormhoudt Street

Property Type: Industrial Storage

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small, one-story masonry building was built in 1947 as a support building for the Naval Air Ordnance Test Station (NAOTS) Hangar (001-0027-0051, WFF # F-010), housing flammable and other material. The building is identified as “F-10A” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Paint Locker” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-10A” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located to the immediate south of and behind the Technical Services Shops and Offices (001-0027-0051, WFF # F-010), adjacent to the Heat Treating Shop (001-0027-0053, WFF # F-010B).

Description:

This brick and concrete block building has a poured concrete slab foundation and a curved, corrugated metal roof. It has three regularly spaced metal doors on the north side with small metal vents located above the doorway openings. The north elevation is made entirely of brick laid in running bond. The other three elevations have brick in the corners and concrete block in the center.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off

the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Tool and Equipment Storehouse has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource retains its integrity of location, design, materials, workmanship and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0053



Property Name: WFF # F-010B – Heat Treating Shop

Address: Wormhoudt Street

Property Type: Shop

Construction Date: 1950

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building was built in 1950 as a support building for the Naval Air Ordnance Test Station (NAOTS) Hangar (001-0027-0051, WFF # F-010) and served as a battery shop. The building is identified as “F-10B” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Battery Shop” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-10B” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is located to the immediate south of and behind the Technical Services Shops and Offices (001-0027-0051, WFF # F-010), adjacent to the Tool and Equipment Storehouse (001-0027-0052, WFF # F-010A).

Description:

This one-story rectangular building has a shed roof with a parapet and a poured concrete slab foundation. A shed roof addition was built onto the south side. The building is clad on the sidewalls and roof with modern corrugated metal panels. The windows are replacement one-over-one double hung vinyl sash. The doors include modern metal doors, one with a narrow, fixed pane window and the other with a large rectangular fixed-pane window. Modern roll top doors of varying heights are found two elevations.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific

theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Heat Treating Shop has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0054



Property Name: WFF # F-015 – Outdoor Tennis Court

Address: Stubbs Boulevard

Property Type: Tennis Court

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This tennis court was built in 1946 as a recreational component for the Chincoteague Naval Auxiliary Air Station (CNAAS) and Naval Air Ordnance Test Station (NAOTS). The resource is identified as “F-15 Tennis Courts” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was similarly identified on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” and the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” both of which were prepared by the U.S. Navy. It is located in a level area beside an open field, on the corner of Avery Street and Stubbs Boulevard.

Description:

The northern half of this tennis court has been resurfaced a number of times and sits slightly raised above the original section of the south half. The south half of the paved recreational area is open, the northwestern portion of which has been made into a basketball court with two freestanding angled metal poles with backboards. The north half, which contains four individual courts, is enclosed by a tall chain-link fence. The court surfaces are colored green and marked with white lines while the surrounding surface is a reddish-pink asphalt/concrete surface; eight round metal posts support the four nets of each court. Five tall wood poles support lights that illuminate the northwestern half of the enclosed court space.

Eligibility:

This structure is an example of a recreational facility for a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in

1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Outdoor Tennis Court has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials and workmanship has been adversely affected by numerous resurfacing efforts. Although remaining in its historic location, the structure's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0055



Property Name: WFF # F-027 – Paper Shredder Facility

Address: Bond Street

Property Type: Other

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small structure, built in 1947, originally functioned as a vibration test shop. The structure is identified as “F-27” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Vibrator Test Stand” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-27B” in the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It currently functions as a paper shredding facility. It is located behind the Plating Shop (001-0027-0050, WFF # F-8) and is grouped with other buildings on the Wallops Flight Facility (WFF).

Description:

This square, one-story brick structure has a poured concrete slab foundation and a flat roof; the roof materials are not visible. The east and west walls extend above the height of the north and south walls and are capped with aluminum flashing. The brick is laid in stretcher bond. The original windows have been removed and replaced with a plexi-glass insert on the west elevation and a plywood board on the east. A set of metal replacement double doors is located on the south elevation. A metal apparatus on the west side supports a metal funnel that is attached to metal piping which leads into the center of the roof.

Eligibility:

This structure is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the

Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Paper Shredding Facility has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

001-0027-0056



Property Name: WFF # F-030 – Wallops Employee Morale Association Recreational Facility

Address: Wormhoudt Street

Property Type: Pump House

Construction Date: 1950

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small building, constructed in 1950, originally served as one of several pump houses for the Chincoteague Naval Auxiliary Air Station (CNAAS) and the Naval Air Ordnance Test Station

(NAOTS). The building is shown as “F-30” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Water Pump House” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “F-30” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. The building is now is used for storage of recreational items for the Wallops Employee Morale Association (WEMA). It is located on the east side of Wormhoudt Street, south of the Property and Supply Building (001-0027-0049, WFF # F-007). A wooded area is located behind the building to the east.

Description:

This small, one-story concrete block building, built in 1950, has a poured concrete slab foundation and a low pitch (almost flat) wood shed roof with aluminum flashing along the edges; the roof materials are not visible. The original door opening on the west elevation has a plywood insert that has a smaller door cut into it. A single, six-over-six double hung wood sash window with concrete sill is located on the east elevation.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Wallops Employee Morale Association Recreational Facility has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by the replacement of the building's doors with modern plywood. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0057



Property Name: WFF # F-036 - Wallops Employee Morale Association Storage Building

Address: Bliss Street

Property Type: Storage

Construction Date: 1952

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small building, built in 1952 was originally used to house a stand-by generator. The building is identified as the “Generator House” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was shown as “F-36” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. It is now used for organizational storage for the Wallops Employee Morale Association. The building is located in a wooded area, behind the Conference and Morale Activities Building (001-0027-0045, WFF # F-003) on the Wallops Flight Facility main base.

Description:

This simple, one-story concrete block building, built in 1952, has a poured concrete slab foundation and a low pitch roof with aluminum flashing along the edges; the roof materials are not visible. The southwest elevation contains a modern metal door with small, square fixed-pane window and concrete lintel; the surrounding block appears to have been reworked. While the metal vents on the southeast and northwest elevations appear to be original, the large metal vent on the northeast elevation is a later addition.

Eligibility:

This utilitarian building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS in the early 1950s, following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Wallops Employee Morale Association Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by the replacement of the building's door and the introduction of vent panels in the window openings. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0058



Property Name: WFF # F-044 – Supply Paint Storage

Address: Wormhoudt Street

Property Type: Storage

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story concrete block building, built in 1953, was originally used as a compressor air plant for torpedo and missile testing operations. The building is identified as the “Compressor Building” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was shown as “F-44” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It currently stores supply paint. The building is located behind the Supply Warehouse (WFF # F-019), in a fairly level area on the northwest side of the Wallops Flight Facility main base, with other industrial-focused buildings.

Description:

The building has a poured concrete slab foundation and a low pitch (almost flat) shed roof with aluminum flashing along the edges; the roof materials are not visible. The original windows are four fixed panes over a two-pane horizontal pivot window with metal frame. Many of the original windows have been covered or removed and their openings filled in with concrete or wood panels. Two sets of replacement metal doors are located on the south elevation.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings constructed on CNAAS in the early 1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951

CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Supply Paint Storage has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

Although the doors have been replaced, the resource retains its integrity of materials, design, feeling, and workmanship. While remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0059



Property Name: WFF # F-172 – ACS Pressure Vessel Testing Magazine

Address: Wormhoudt Street

Property Type: Magazine

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small, square plan structure, built in 1955, originally served as a magazine for the Chincoteague Naval Auxiliary Air Station (CNAAS) and the Naval Air Ordnance Test Station (NAOTS). It was originally located just south of Rehor Road and the main east-west runway and has been moved under an open shed addition on the north side of the Technical Services Shops and Offices (001-0027-0051, WFF # F-010). It was shown as “F-172” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy in its original location. The structure is now used for pressure testing.

Description:

The building is made of poured concrete with a poured concrete slab foundation and a flat concrete roof. Four large metal rings protrude from the roof, one in each corner. There is a heavy steel door with steel strap hinges and a small metal vent located on the west elevation.

Eligibility:

This structure is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several structures built on CNAAS in the early-mid 1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was

transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The ACS Pressure Vessel Testing Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

While the resource maintains its integrity design, materials, and workmanship, its integrity of setting, feeling, and association has been adversely affected by its relocation and current location and by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0060



Property Name: WFF # H-002 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the

Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as “H-2” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as “M.O.Q. (12 Units)” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “H-2” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 6-M. The building sits in a level, grassy area and fronts onto Munson Circle, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding, a modern replacement. The south (front) elevation is three bays wide. The western bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the eastern bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two eastern bays toward Munson Circle. The north elevation is also three bays wide and, like on the south, the western bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The west elevation is three bays wide, each of which contains a one-over-one double hung vinyl replacement, sash window. The east elevation contains two similar windows placed symmetrically about the gable peak. All of the windows have been replaced and almost all of the windows have screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of

buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0061



Property Name: WFF # H-003 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-3" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map –

Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “H-3” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 4-M. The building sits in a level, grassy area and fronts onto Munson Circle, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The south (front) elevation is three bays wide. The eastern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the western bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two western bays toward Munson Circle. The north elevation is also three bays wide and, like on the south, the eastern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The east elevation is three bays wide; the center bay contains a paired set of one-over-one double hung vinyl replacement sash window while the flanking bays contain a single such window. The east elevation contains two similar windows placed symmetrically about the gable peak. Many of the windows are covered by screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event

or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0062



Property Name: WFF # H-004 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-4" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-4" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing

leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 8-M. The building sits in a level, grassy area and fronts onto Munson Circle, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is T-shape in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The east (front) elevation is three bays wide. The northern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the southern bay while a metal door, flanked by a small one-over-one double hung vinyl replacement, sash window to the north, is located in the center bay. The door is surrounded by two engaged pilasters and is sheltered by a small canopy created by an extension of the roof overhang. The west elevation is also three bays wide, and like on the east, the northern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. A simple screen porch, supported by thin wood posts, extends from the south bay. The north elevation is three bays wide; the center bay contains a paired set of one-over-one double hung vinyl replacement sash window while the flanking bays contain a single such window. The east elevation contains two similar windows placed symmetrically about the gable peak. Many of the windows are covered by screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics

of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0063



Property Name: WFF # H-005 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-5" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-5" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 2-

M. The building sits in a level, grassy area and fronts onto Munson Circle, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The southwest (front) elevation is three bays wide. The northern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the southern bay while a metal door, flanked by a small one-over-one double hung vinyl replacement, sash window to the north, is located in the center bay. The door is surrounded by two engaged pilasters and is sheltered from above by a small canopy created by an extension of the roof overhang. The northeast elevation is also three bays wide and, like on the southwest, the northern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The northwest elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The southeast elevation contains two openings placed symmetrically about the gable peak. One contains a window while the other has a door that opens onto the simple screen porch, supported by thin wood posts, that extends from the southeast elevation.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics

of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0064



Property Name: WFF # H-006 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-6" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-6" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit

3-M. The building sits in a level, grassy area encircled by Munson Circle, along with two similar one-story frame residences (001-0027-0065, WFF # H-007 and 001-0027-0066, H-008), in the western section of the WFF main base.

Description:

This one-story wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The north (front) elevation is three bays wide. The eastern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the western bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two western bays toward Munson Circle. The south elevation is also three bays wide and, like on the north, the eastern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The east elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The west elevation contains two similar windows placed symmetrically about the gable peak. Almost all of the windows have screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack

individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0065



Property Name: WFF # H-007 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-2" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-2" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 1-M. The building sits in a level, grassy area encircled by Munson Circle, along with two similar

one-story frame residences (001-0027-0064, WFF # H-006 and 001-0027-0066, H-008), in the western section of the WFF main base.

Description:

This one-story wood frame ranch-style house is T-shaped in plan with a poured concrete slab foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. Several additions have been built onto the building. The east (front) elevation is three bays wide; the southern bay projects beyond the other two and contains a centrally located opening with a set of paired windows. A second pair is located in the northern bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two northern bays toward Cartlidge Drive. A one-bay-wide addition with an asymmetrical gable roof has been built onto the north end and contains a paired window opening on its east elevation and a single window opening beneath the gable peak on the north; a smaller square window is located near the northwest corner. The west elevation is also three bays wide, and like on the east, the southern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The south elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired windows and is flanked by a smaller, fourth window, placed between the west and center bay. All of the windows have been covered with wood security panels.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high

artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0066



Property Name: WFF # H-008 – Family Housing

Address: Munson Circle

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-8" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-8" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 5-M. The building sits in a level, grassy area encircled by Munson Circle, along with two similar

one-story frame residences (001-0027-0064, WFF # H-006 and 001-0027-0065, H-007), in the western section of the WFF main base.

Description:

This wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The west (front) elevation is three bays wide. The northern bay projects beyond the other two and contains a centrally located opening with a set of paired windows. A second pair is located in the southern bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two southern bays toward Munson Circle. The east elevation is also three bays wide and, like on the west, the northern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The north elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The south elevation contains two similar windows placed symmetrically about the gable peak. All of the windows have been covered with wood security panels.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack

individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0067



Property Name: WFF # H-009 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-9" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-9" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 27-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, adjacent to another similar residence (001-0027-0068, WFF # H-010) on the south side of Cartlidge Drive.

Directly behind the building, to the south, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

This one-story wood frame ranch-style house is T-shaped in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The north (front) elevation is three bays wide. The eastern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the western bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two western bays toward Cartledge Drive. The south elevation is also three bays wide and, like on the north, the eastern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The east elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The west elevation contains two similar windows placed symmetrically about the gable peak. All of the windows have screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high

artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0068



Property Name: WFF # H-010 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-10" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-10" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 25-C. The building sits in a level, grassy area between two similar one-story houses (001-

0027-0067, WFF # H-009 and 001-0027-0069, WFF # H-011) and fronts onto Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the south, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

The wood frame ranch-style house is T-shape in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The north (front) elevation is three bays wide. The western bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the eastern bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two eastern bays toward Cartlidge Drive. The south elevation is also three bays wide and, like on the north, the western bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The west elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The east elevation contains two similar windows placed symmetrically about the gable peak. All of the windows have screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics

of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0069



Property Name: WFF # H-011 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-11" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-11" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated

Unit 23-C. The building sits on a level, grassy area between two similar housing units (001-0027-0068, WFF # H-010 and 001-0027-0070, WFF # H-012) and fronts onto Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the south, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

This one-story wood frame ranch-style house is T-shape in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The north (front) elevation is three bays wide. The eastern bay projects beyond the other two and contains a centrally located opening with a set of paired one-over-one double hung vinyl replacement, sash windows. A second pair is located in the western bay while a metal door is located in the center bay. A simple screen porch, supported by thin wood posts, extends from the two western bays toward Cartlidge Drive. The south elevation is also three bays wide and, like on the north, the eastern bay projects beyond the other two. A small shed addition is located in the inside corner created by the projecting bay. The east elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired double hung vinyl sash windows and is flanked by a smaller, fourth window, placed between the south and center bay. The west elevation contains two similar windows placed symmetrically about the gable peak. All of the windows have screens.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event

or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0070



Property Name: WFF # H-012 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-12" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-12" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as

housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 21-C. The building sits in a level, grassy area adjacent to a similar housing unit (001-0027-0069, WFF # H-011) on the south side of Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the south, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

The building is T-shape in plan with a concrete block foundation and a cross gable roof covered with asphalt shingles; small rectangular, louvered vents are placed slightly below each gable peak. The entire building is clad with aluminum siding. The north (front) elevation is four bays wide. The fourth, western bay projects beyond the other three and contains a centrally located opening with a set of paired windows; wood security panels have covered all of the windows. A second pair is located in the second bay while a metal door is located in the third bay. A simple screen porch, supported by thin wood posts, extends from the two center bays toward Cartlidge Drive. The first bay contains a band of three windows. The south elevation is also four bays wide and, like on the north, the western bay projects beyond the other three. A small shed addition is located in the inside corner created by the projecting bay. The west elevation is three bays wide, each of which contains a window opening. The center bay contains a set of paired windows while the other bays contain a single window. The east elevation contains a band of five windows placed symmetrically about the gable peak. A brick chimney rises above the ridge line between the first and second bays.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0071



Property Name: WFF # H-015 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-15" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-15" on the 1957 "General Development Plan –

Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 15-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, adjacent to a similar housing unit (001-0027-0072, WFF # H-016) on the west side of Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the west, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

This brick ranch-style house sits on a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The north (front) elevation is four bays wide. The first, second, and fourth bays from the northeast corner are filled with windows, but these are covered with wooden security panels. A six-panel metal door is located in the third bay. A simple screened porch, supported by thin wood posts, extends from this elevation towards Cartlidge Drive. The south elevation is identical to the north with one exception: centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a kitchen or bathroom area. (This cannot be verified because interior access was not possible, as the building was secured.) A shallow shed roof caps this ell. Both the east and west gable ends are identical in architectural treatment. These are brick at the first floor level. Two windows are centrally placed in each elevation. These windows cannot be seen, as they are covered with wood panels for security. The roof gable area above the brick is sheathed in aluminum siding.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by removal/covering of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0072



Property Name: WFF # H-016 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-16" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-16" on the 1957 "General Development Plan –

Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 13-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0071, WFF # H-015 to the north and 001-0027-0073, WFF # H-017 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the west, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

This one-story brick ranch-style house sits on a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The east (front) elevation is four bays wide. The first, second, and fourth bay from the northwest corner are filled with windows, but these are covered with wooden security panels. A six-panel metal door is located in the third bay. A simple screen porch, supported by thin wood posts, extends from this elevation towards Cartlidge Drive. The east elevation is identical to the north with one exception: centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a kitchen or bathroom area. (This could not be verified because interior access was not possible, as the building was secured.) A shallow shed roof caps this ell. Both the north and south gable ends are identical in architectural treatment. These are brick at the first floor level. Two windows are centrally placed in each elevation. These windows cannot be seen, as they are covered with wood panels for security. The roof gable area above the brick is sheathed in aluminum siding.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of

buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0073



Property Name: WFF # H-017 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-17" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (12 Units)" on the 1953 "Station Development Map –

Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “H-2” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 11-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0072, WFF # H-016 to the north and 001-0027-0074, WFF # H-018 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base. Directly behind the building, to the west, there is a building that was under construction at the time of the survey. The new building will serve as a Payload Processing Facility; its construction required the demolition of two family housing units, WFF # H-013 and WFF # H-014.

Description:

This brick ranch-style house sits on a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The east (front) elevation is four bays wide. The first, second, and fourth bay from the north end are filled with paired one-over-one double hung vinyl replacement sash windows with brick sills; all of the windows are of similar materials. A simple screen porch, supported by thin wood posts, extends from this elevation towards Cartlidge Drive. The west elevation is divided into five bays; the two outer bays each contain a single window. A metal six-panel door with aluminum storm door is located in the center bay and was originally flanked on each side by shorter windows; the south flanking bay contains a paired set of windows while the north flanking bay opening has been bricked in. The north elevation has a centrally placed set of paired windows while the windows on the north are separated. Both gable ends are brick at the first floor level and are sheathed with aluminum siding above.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of

buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0074



Property Name: WFF # H-018 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-18" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map –

Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “H-18” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 14-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, adjacent to a similar housing unit located to the north (001-0027-0075, WFF # H-019) 001-0027-0073, WFF # H-017 to the south) on the east side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This brick ranch-style house is placed atop a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The west (front) elevation is five bays wide. The first, second, and fourth bay from the north end are filled with windows; a six-panel metal door is located in the third. A simple screen porch, supported by thin wood posts, occupies the fifth bay, beneath the roof overhang. The east elevation is identical to the west with the exception of the windows that flank the doorway on either side which are smaller than those on the west elevation. The north gable end has two symmetrically placed windows openings. While the north end is brick at the first floor level, the roof gable area above the brick on the north and the screen porch on the west is sheathed in aluminum siding.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high

artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0075



Property Name: WFF # H-019 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-19" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-19" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 16-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two

similar housing units (001-0027-0076, WFF # H-020 to the north and 001-0027-0074, WFF # H-018 to the south) on the east side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This brick ranch-style house sits on a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The west (front) elevation is four bays wide. The first, second, and fourth bay from the north end are filled with paired one-over-one double hung vinyl replacement sash windows with brick sills; all of the windows are of similar materials. A simple screen porch, supported by thin wood posts, extends from this elevation towards Cartlidge Drive. The east elevation is divided into five bays; the two outer bays each contain a single window. A metal six-panel door with aluminum storm door is located in the center bay flanked on each side by shorter windows; the south flanking bay contains a paired set of windows. The south elevation has a centrally placed set of paired windows while the windows on the north are separated. Both gable ends are brick at the first floor level and are sheathed with aluminum siding above.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0076



Property Name: WFF # H-020 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-20" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-20" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 18-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0077, WFF # H-021 to the north and 001-0027-0075, WFF # H-019 to the south) on the east side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This brick ranch-style house sits on a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The west (front) elevation is four bays wide. The first, second, and fourth bay from the north end are filled with paired one-over-one double hung vinyl replacement sash windows with brick sills; all of the windows are of similar materials. A simple screen porch, supported by thin wood posts, extends from this elevation towards Cartlidge Drive. The east elevation is divided into five bays; the two outer bays each contain a single window. A metal six-panel door with aluminum storm door is located in the center bay flanked on each side by shorter windows; the south flanking bay contains a paired set of windows. The south elevation has a centrally placed set of paired windows while the windows on the north are separated. Both gable ends are brick at the first floor level and are sheathed with aluminum siding above.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and

association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0077



Property Name: WFF # H-021 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1947, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-21" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (9 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-21" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 20-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, adjacent to a similar housing unit located to the south (001-0027-0076, WFF # H-020) on the east side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This brick ranch-style house is placed atop a poured concrete slab foundation and has a gable roof covered with asphalt shingles. The brick walls are laid in common bond. The west (front) elevation is four bays wide. The first, second, and fourth bay from the south end are filled with

windows; a six-panel metal door is located in the third. A simple screen porch, supported by thin wood posts, occupies the fifth bay, beneath the roof overhang. The east elevation is identical to the west with the exception of the windows that flank the doorway on either side which are smaller than those on the west elevation. The south gable end has two symmetrically placed windows openings. While the south end is brick at the first floor level, the roof gable area above the brick on the north and the screen porch on the west are sheathed in aluminum siding.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0078



Property Name: WFF # H-023 – Water Pump House

Address: Cartlidge Drive

Property Type: Pump House

Construction Date: 1948

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This small, one-story concrete block building, built in 1948, originally served as a Pump House for the U.S. Navy housing area on the Chincoteague Naval Auxiliary Air Station (CNAAS). It was identified as “H-23” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Water Pump House” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “H-23” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located in a wooded area, to the east of Cartlidge Road, beyond the fence line that encloses the housing area. It does not appear to be currently in active use.

Description:

The building sits atop a poured concrete slab foundation and has a wood shed roof that overhangs on the north and south sides. While the edges of the roof are wrapped with aluminum flashing, the roof materials are not visible. The roof holds a metal access panel. A set of wood double doors, each with a large, rectangular fixed pane window above three recessed panels, is located on the north (front) elevation. A single six-over-six double hung wood sash window with concrete sill is centrally located on the south elevation.

Eligibility:

The building is representative of a secondary building associated with a Military/Defense property type that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was

used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

The Water Pump House has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0079



Property Name: WFF # H-024 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1949, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-24" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (5 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-24" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 9-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0073, WFF # H-017 to the north and 001-0027-0080, WFF # H-025 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base.

Description:

The wood frame ranch-style house is placed atop a concrete block foundation and has a gable roof covered with asphalt shingles; louvered vents are placed beneath the gable peaks. The entire building is clad with aluminum siding. The east (front) elevation is four bays wide. The fourth, southern bay is not as tall as the other three. The first, second, and fourth bays each contain a one-over-one double hung vinyl replacement sash window. The third bay contains a six-panel metal door. The west elevation is also four bays wide; centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a kitchen or bathroom area. (This cannot be verified because interior access was not possible, as

the building was secured.) A shallow shed roof caps this ell. A set of paired one-over-one double hung windows flank the ell on either side with larger windows located in the outer bays. A simple, hipped-roof screen porch extends from a portion of the north elevation. The elevation contains a centrally placed door flanked on either side by windows. The south elevation contains two symmetrically placed windows.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0080



Property Name: WFF # H-025 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1949, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-25" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (5 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-25" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 7-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0079, WFF # H-024 to the north and 001-0027-0081, WFF # H-026 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base.

Description:

The wood frame ranch-style house is placed atop a concrete block foundation and has a gable roof covered with asphalt shingles; louvered vents are placed beneath the gable peaks. The entire building is clad with aluminum siding. The east (front) elevation is four bays wide. The fourth, southern bay is not as tall as the other three. The first, second, and fourth bay each contain a one-over-one double hung vinyl replacement sash window. The third bay contains a six-panel metal door. The west elevation is also four bays wide; centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a

kitchen or bathroom area. (This could not be verified because interior access was not possible, as the building was secured.) A shallow shed roof caps this ell. A set of paired one-over-one double hung windows flank the ell on either side, with larger windows located in the outer bays. A simple, hipped-roof screen porch extends from a portion of the north elevation. The elevation contains a centrally placed door flanked on either side by windows. The south elevation contains two symmetrically-placed windows.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0081



Property Name: WFF # H-026 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1949, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-26" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (5 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-26" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 5-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0080, WFF # H-025 to the north and 001-0027-0082, WFF # H-027 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is placed atop a concrete block foundation and has a gable roof covered with asphalt shingles; louvered vents are placed beneath the gable peaks. The entire building is clad with aluminum siding. The east (front) elevation is four bays wide. The fourth, southern bay is not as tall as the other three. The first, second, and fourth bays each contain a one-over-one double hung vinyl replacement sash window. The third bay contains a six-panel metal door. The west elevation is also four bays wide; centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a

kitchen or bathroom area. (This cannot be verified because interior access was not possible, as the building was secured.) A shallow shed roof caps this ell. A set of paired one-over-one double hung windows flank the ell on either side with larger windows located in the outer bays. A simple, hipped-roof screen porch extends from a portion of the north elevation. The elevation contains a centrally placed door flanked on either side by windows. The south elevation contains two symmetrically placed windows.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0082



Property Name: WFF # H-027 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1949, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-27" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (5 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-27" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 3-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, between two similar housing units (001-0027-0081, WFF # H-026 to the north and 001-0027-0083, WFF # H-028 to the south) on the west side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is placed atop a concrete block foundation and has a gable roof covered with asphalt shingles; louvered vents are placed beneath the gable peaks. The entire building is clad with aluminum siding. The east (front) elevation is four bays wide. The fourth, southern bay is not as tall as the other three. The first, second, and fourth bays each contain a one-over-one double hung vinyl replacement sash window. The third bay contains a six-panel metal door. The west elevation is also four bays wide; centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a

kitchen or bathroom area. (This could not be verified because interior access was not possible, as the building was secured.) A shallow shed roof caps this ell. A set of paired one-over-one double hung windows flank the ell on either side with larger windows located in the outer bays. A simple, hipped-roof screen porch extends from a portion of the north elevation. The elevation contains a centrally placed door flanked on either side by windows. The south elevation contains two symmetrically-placed windows.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0083



Property Name: WFF # H-028 – Family Housing

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story house, built in 1949, is one of 26 individual units constructed as married officers' quarters by the U.S. Navy at this location during the mid- to late-1940s as part of the Chincoteague Naval Auxiliary Air Station (CNAAS). The building is an example of one of the three housing types built at the location. It was identified as "H-28" on the 1950 "Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia" prepared by the U.S. Navy. It was designated as "M.O.Q. (5 Units)" on the 1953 "Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. It was again identified as "H-28" on the 1957 "General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia" by the U.S. Navy. While originally serving as housing for CNAAS, the building had until recently served as housing leased by the Wallops Flight Facility (WFF) to the U.S. Coast Guard and was designated Unit 1-C. The building sits in a level, grassy area and fronts onto Cartlidge Drive, adjacent to a similar housing unit located to the north (001-0027-0082, WFF # H-027) on the west side of Cartlidge Drive, in the western section of the WFF main base.

Description:

This wood frame ranch-style house is placed atop a concrete block foundation and has a gable roof covered with asphalt shingles; louvered vents are placed beneath the gable peaks. The entire building is clad with aluminum siding. The east (front) elevation is four bays wide. The fourth, southern bay is not as tall as the other three. The first, second, and fourth bays each contain a one-over-one double hung vinyl replacement sash window. The third bay contains a six-panel metal door. The west elevation is also four bays wide; centrally located within the elevation is a single-story frame ell, clad with aluminum siding, which probably serves as a kitchen or bathroom area. (This could not be verified because interior access was not possible,

as the building was secured.) A shallow shed roof caps this ell. A set of paired one-over-one double hung windows flank the ell on either side with larger windows located in the outer bays. A simple, hipped-roof screen porch extends from a portion of the north elevation. The elevation contains a centrally placed door flanked on either side by windows. The south elevation contains two symmetrically-placed windows.

Eligibility:

The building is representative of a housing type associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Family Housing unit has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of design, materials, and workmanship has been adversely affected by replacement of the building's doors and windows and the introduction of aluminum siding. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0084



Property Name: WFF # H-030 – 4 Car Garage/Wallops Employee Morale Association

Address: Cartlidge Drive

Property Type: Military Residential

Construction Date: 1950

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This two-story building, constructed in 1950, is located just to the north of the housing area initially built by the U.S. Navy for the Chincoteague Naval Auxiliary Air Station (CNAAS). It was identified as “H-30” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was designated as the “Housing Area Garage” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The first story of the building has been in continual use as a four-car garage since its construction while the second story is currently used by the Wallops Employee Morale Association (WEMA).

Description:

The building has a poured concrete slab foundation and a gable roof covered with asphalt shingles. The first story is made of concrete block and the second is covered with aluminum siding. The building is four bays wide by two bays deep. The southeast (front) elevation is divided into four, one-story garage bays, each of which is covered by a modern aluminum roll top door. Three symmetrically placed six-over-six double hung wood sash windows are located above. The northwest elevation contains similar windows in each bay of the first and second floor with one exception: on the first story, the second bay on from the north corner contains a replacement steel security door, placed within an area of concrete block that shows evidence of an alteration. The gable ends also contain the same six-over-six window in each bay of the second story. However, on the northeast elevation, a door with a four light window above two recessed panels opens onto an exterior landing, supported by wood posts, that provides access to grade via a set of wood stairs. A small, gabled canopy, supported by knee braces, shelters the door. A small, shed roof utility shed addition abuts the building on the southwest elevation.

Eligibility:

The building is representative of a secondary support building associated with Military/Defense housing that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings and structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

This Four Car Garage/Wallops Employee Morale Association building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0085



Property Name: WFF # H-114 – Water Pump House

Address: Cartlidge Drive

Property Type: Pump House

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story concrete block building, built in 1954, originally served as a Pump House for the U.S. Navy housing area on the Chincoteague Naval Auxiliary Air Station (CNAAS). It was identified as “H-114” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located in a wooded area, north of the housing area. It does not appear to be in active use currently.

Description:

The building has a poured concrete slab foundation and a low pitch (almost flat) shed roof that overhangs all four sides. The edges of the roof are covered with aluminum flashing; the roof materials are not visible. A wood access panel, topped with aluminum flashing, projects above the roofline. A door opening on the south elevation contains a wood door with six fixed lights. A single, one-over-one steel casement window is located on the north elevation next to a projecting steel exhaust pipe.

Eligibility:

The building is representative of a secondary resource associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period. The building was one of several buildings and structures constructed as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) in the years following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily

research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. Although not currently in use, the building has essentially retained its original use throughout its history on the base.

The Water Pump House has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location, design, materials, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association have been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0086



Property Name: WFF # J-017 – Vic. Exhibit Display Area Building

Address: VA Route 175

Property Type: Research Facility

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building was built in 1953 as the Test Cell Annex. It appears as such on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It has also been used by the Department of the Army as a gun-testing laboratory and currently serves as offices and educational space for the Wallops Flight Facility (WFF) Visitor Information Center. The building is located on the east side of VA Route 175, to the east of the WFF main base. It is located at the south end of the Visitors Information Center area, at the base of a gentle slope that then levels out toward the tidal marsh and creek to the east.

Description:

The building has a poured concrete slab foundation and has had two additions made to the original section, each of which has a shed roof. Facing the east elevation, the center section projects higher than the flanking two. The building is clad on the side walls and roof with modern corrugated metal panels. The windows are vinyl replacement three part windows—two fixed panes over a hopper window. There are three types of modern metal doors: plain, one with a narrow, fixed pane window, and one with a small, square fixed pane. A modern roll top door is found on the east elevation. Two modern glass entry vestibules have been added to the north elevation. A slightly elevated water tank, surrounded by an open concrete basin, is located to the immediate southwest.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS in the early 1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Vic. Exhibit Display Area Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack

individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the functional and physical changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0087



Property Name: WFF # J-093 – Vic. Concession Building

Address: VA Route 175

Property Type: Store

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This one-story building, built in 1953, originally served as a Compressor Building. It is included on a proposed list of buildings under construction as a “Compressor Building” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It has also been used by the Department of the Army as a gun-testing laboratory and currently serves gift shop for the Wallops Flight Facility (WFF) Visitor Information Center. The building is located on the east side of VA Route 175, to the east of the WFF main base. It is located in the center of the Visitor Information Center area, in a gently sloping area that levels off to the east towards the tidal marsh and creek to the east.

Description:

The building has a poured concrete slab foundation and a flat roof with two rear shed additions; the roof is covered with rolled asphalt. The main building has a roughly L-shaped plan; the roof

overhangs the east wall of the north arm creating a covered area and is supported by two wood posts. While most of the building is clad with corrugated metal panels, the north elevation has a concrete pebble dash finish surrounding the main entry which is a modern glass door flanked by two plate glass windows. Other doors include a plain metal door and one with a narrow, rectangular window.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Vic. Concession Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by an addition, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the physical and functional changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0088



Property Name: WFF # M-001 – Plant Operations and Maintenance Shops Support/Storage Building

Address: Rehor Road

Property Type: Storage

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This long, rectangular one-story building, built in 1945, functions as a storage building, as it did when originally built as part of the Chincoteague Naval Auxiliary Air Station (CNAAS) and the Naval Air Ordnance Test Station (NAOTS). The building is identified as “M-1” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy in a different location that it is presently, indicating that the building has been moved or replaced by a later building designated M-1. The building is included on the proposed list of buildings under construction as “Inert Ordnance Stor[age].” in its current location on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. It was again identified as “M-1” in its current location on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by U.S. Navy. The building is located on the south side of Rehor Road, to the south of the major east-west runway (#10-28), in the northwestern section of the Wallops Flight Facility (WFF) main base.

Description:

The building has a poured concrete foundation and a side gable roof with a rear shed addition. Modern corrugated metal sheathing covers the walls and the roof. Along the north (front) elevation there is a concrete walkway with a ramp that slopes down toward the west and a set of steps leading down on the east. Metal tubular posts and railings line the outside edge. The windows are all one-over-one double hung vinyl sash replacement. The south elevation of the rear addition is divided into three bays, each of which contains a sectional door. An aluminum roll top door is located just to the west of the main entrance on the north elevation, covered by a

set of wood and screen double doors. Below and just to the south the gable peak on both side elevations there is a set of double doors.

Eligibility:

This building is an example of a secondary Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was

The Plant Operation and Maintenance Shops Support/Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls and roof. It is also possible that the building has been moved, which would have a negative impact on its integrity of location. The building's integrity of setting, feeling, and association has also been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0089



Property Name: WFF # M-003 – Underground Magazine

Address: Reeder Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-3” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the north side of the Wallops Flight Facility main base, in a fenced area, off a circular loop road that provides access to the other underground magazines built in the surrounding area.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and buried under mounded earth with the east elevation left exposed. The east elevation is trapezoidal in shape and consists of a series of metal panels bolted together. The center of the east elevation contains a set of double doors with two metal vents located directly above. The far south end of the elevation consists of a short, triangular section of concrete block wall, topped with cement. Vegetation has grown around and on top of the piled earth. The exposed painted steel of the east elevation is flaking and rusted.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of

CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory

The resource retains its integrity of materials, design, and workmanship. The overall deterioration of the building, and the vegetative growth above and around the building, have adversely affected its overall feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004 the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0090



Property Name: WFF # M-004 – Underground Magazine

Address: Reeder Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-4” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the north side of the Wallops Flight Facility main base, in a fenced area, off a circular loop road that provides access to the other underground magazines built in the surrounding area.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and buried under mounded earth with the east elevation left exposed. The east elevation is trapezoidal in shape and consists of a series of metal panels bolted together. The center of the east elevation contains a set of double doors with two metal vents located directly above. The far south end of the elevation consists of a short, triangular section of concrete block wall, topped with cement. The earth covering the building has largely been removed, especially over the northeast quadrant. The steel ribs and corrugated steel of the exposed building is rusted. On the areas still covered, vegetation has grown around and on top of the piled earth.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct

antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, and workmanship. The overall deterioration of the building, and the vegetative growth above and around the building, have adversely affected its overall feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0091



Property Name: WFF # M-005 – Underground Magazine

Address: Reeder Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-5” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the north side of the Wallops Flight Facility main base, in a fenced area, off a circular loop road that provides access to the other underground magazines built in the surrounding area.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and buried under mounded earth with the east elevation left exposed. The east elevation is trapezoidal in shape and consists of a series of metal panels bolted together. The center of the east elevation contains a set of double doors with two metal vents located directly above. The earth covering the building has been removed over most of the building. A steel vent pipe with conical cap projects from the top of the building. The vent pipe and steel ribs and corrugated steel of the exposed building are rusted. Vegetation has grown around and on top of the piled earth.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of

CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, and workmanship. The overall deterioration of the building, and the vegetative growth above and around the building, have adversely affected its overall feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0092



Property Name: WFF # M-006 – Underground Magazine

Address: Reeder Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-6” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on the north side of the Wallops Flight Facility main base, in a fenced area, off a circular loop road that provides access to the other underground magazines built in the surrounding area.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and was at one time completely buried under mounded earth with only the southeast elevation left exposed. The earth covering has since been removed, exposing the short steel building. A small steel vent pipe with conical cap projects from the top of the building. The southeast elevation is a trapezoid-shaped section of concrete block wall into which a semi-circular metal frame has been set containing a set of double doors with small vents. The doors open onto a slightly raised ramp that connects with the main access drive.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of

CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, and workmanship. The overall deterioration of the building, and the vegetative growth above and around the building, have adversely affected its overall feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0093



Property Name: WFF # M-009 – Underground Magazine

Address: Kneeland Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-9” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located at the corner of Redder and Kneeland Road, in a secured, limited access area on the north side of the Wallops Flight Facility (WFF) main base. It is surrounded by woods on the north and east sides.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and buried under mounded earth with the south elevation left exposed. The south elevation is trapezoidal in shape and consists of triangular, poured concrete side walls that flank a center section composed of steel panels. The center two panels contain two large doors with strap hinges; the south door has a rectangular hatch set into it. A slight concrete ramp is located directly in front of the two doors. A corrugated steel vent pipe with conical cap is located at the north end of the building, projecting above the grass-covered earth that covers the top, sides and back end. The access drive in front of the building is arranged so that two islands, covered in lawn are created, separated by a drive placed on axis with the two doors. At the junction of the main road and access drive there is a small raised concrete pad with a ramp on the north end and two wood steps on the south.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0094



Property Name: WFF # M-010 – Underground Magazine

Address: Kneeland Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-10” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on Kneeland Road, in a secured, limited access area on the north side of the Wallops Flight Facility (WFF) main base. It is surrounded by woods on the north, west, and east sides.

Description:

This semi-cylindrical steel building, built in 1945, is set on a concrete slab foundation and buried under mounded earth with the south elevation left exposed. The south elevation is trapezoidal in shape and consists of triangular, poured concrete side walls that flank a center section composed of steel panels. The center two panels contain two large doors with strap hinges; the south door has a rectangular hatch set into it. A slight concrete ramp is located directly in front of the two doors. A corrugated steel vent pipe with conical cap is located at the north end of the building, projecting above the grass-covered earth that covers the top, sides and back end. The access drive in front of the building is arranged so that two islands, covered in lawn, are created, separated by a drive placed on axis with the two doors.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be

serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily-research based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0095



Property Name: WFF # M-011 – Underground Magazine

Address: Kneeland Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-11” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on Kneeland Road, in a secured, limited access area on the north side of the Wallops Flight Facility main base. It is surrounded by woods on the north, west, and east sides.

Description:

This semi-cylindrical steel building is set on a concrete slab foundation and buried under mounded earth with the south elevation left exposed. The south elevation is trapezoidal in shape and consists of triangular, poured concrete side walls that flank a center section composed of steel panels. The center two panels contain two large doors with strap hinges; the south door has a rectangular hatch set into it. A slight concrete ramp is located directly in front of the two doors. A corrugated steel vent pipe with conical cap is located at the north end of the building, projecting above the grass-covered earth that covers the top, sides and back end. The access drive in front of the building is arranged so that two islands, covered in lawn, are created, separated by a drive placed on axis with the two doors.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the

Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0096



Property Name: WFF # M-012 – Underground Magazine

Address: Blough Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-12” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located on Blough Road, in a secured, limited access area on the north side of the Wallops Flight Facility main base. It is surrounded by woods on the north, west and east sides.

Description:

This semi-cylindrical steel building, built in 1945, is set on a concrete slab foundation and buried under mounded earth with the south elevation left exposed. The south elevation is trapezoidal in shape and consists of triangular, poured concrete side walls that flank a center section composed of steel panels. The center two panels contain two large doors with strap hinges; the south door has a rectangular hatch set into it. A slight concrete ramp is located directly in front of the two doors. A corrugated steel vent pipe with conical cap is located at the north end of the building, projecting above the grass-covered earth that covers the top, sides and back end. The access drive in front of the building is arranged so that two islands, covered in lawn, are created, separated by a drive placed on axis with the two doors.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be

serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0097



Property Name: WFF # M-014 – Underground Magazine

Address: Blough Road

Property Type: Magazine

Construction Date: 1945

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building was built in 1945 as a magazine, a function that has continued into the present. The building is identified as “M-14” on the 1950 “Map of Navy Auxiliary Air Station and Naval Ordnance Test Station, Chincoteague, Virginia” prepared by the U.S. Navy. It was called the “Magazine” on the 1953 “Station Development Map – Naval Auxiliary Air Station, Naval Aviation Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located at the end of Blough Road, in a secured, limited access area on the north side of the Wallops Flight Facility main base. It is surrounded by woods on the north and east sides.

Description:

This semi-cylindrical steel building, built in 1945, is set on a concrete slab foundation and buried under mounded earth with the south elevation left exposed. The south elevation is trapezoidal in shape and consists of triangular, poured concrete side walls that flank a center section composed of steel panels. The center two panels contain two large doors with strap hinges; the south door has a rectangular hatch set into it. A slight concrete ramp is located directly in front of the two doors. A corrugated steel vent pipe with conical cap is located at the north end of the building, projecting above the grass-covered earth that covers the top, sides and back end. The access drive in front of the building is arranged so that two islands, covered in lawn, are created, separated by a drive placed on axis with the two doors.

Eligibility:

This building is an example of a secondary building associated with a Military/Defense facility that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be

serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Underground Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of materials, design, workmanship, and feeling. Although remaining in its historic location, the building's integrity of setting and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0098



Property Name: WFF # N-116 – Inactive Equipment Storage Building

Address: Fulton Street

Property Type: Military Storage

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building, constructed in 1954, has served as a storage building since its construction. It was shown as “N-116” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is set in a level area adjacent to the major north-south runways (#4-22), at the end of Fulton Street on the Wallops Flight Facility main base.

Description:

This large, rectangular, almost square one-story building consists of four adjoining gable roof sections with a poured concrete slab foundation. The roof and walls of the building are sheathed with modern corrugated steel panels. Each of the four sections is identical, with an aluminum roll top door in the center of the southwest elevation that is flanked by a metal door to the west and a vent opening to the east of the center. Each roll top door has a large graphic number painted in the center. On the northeast elevation, there is a single metal door located in the center of each section with a large, two section metal vent above. In the center of the elevation, there is a small, flat roof addition with a set of metal double doors on the northwest side. The addition has a tall, capped aluminum exhaust pipe that extends above the roof.

Eligibility:

This building is an example of a secondary resource at a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS built in the mid-1950s. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to

include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Inactive Equipment Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by the replacement of the building's doors and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0099



Property Name: WFF # N-161 – Flight Information Control and Analysis Laboratory

Address: N-161 Road

Property Type: Administration Building

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Military/Defense

Setting:

This building, built in 1953, has served as an administration building, supporting special flight-related projects with offices, classrooms, and laboratory space. It was shown as “N-161” on the 1957 “General Development Plan – Naval Air Station, Naval Ordnance Test Station, Chincoteague, Virginia” by the U.S. Navy. The building is located toward the south end of the Wallops Flight Facility (WFF) main base, in a level area at the end of N-161 Road. It overlooks several radio antennae and tracking radar stations to the east and is surrounded by woods to the north and west.

Description:

This large, two-story masonry building has had several additions and modification since it was originally built. It has a poured concrete slab foundation and a flat roof; the roof materials are not visible. The sides are clad in a variety of materials; portions of the east (front) elevation of the main block are covered in stucco while others, including a large cornice that extends almost the entire length of the elevation, are clad with modern corrugated steel panels. The east side of the rear elevation is covered with parged concrete block, with areas of painted concrete block visible where openings have been filled in. The north side of the main block is covered with panelized concrete, as are the west elevations of the main block and rear addition. The windows of the building include vinyl replacement one-over-one double hung sash, casement and fixed pane windows. A modern, one-story shed roof glass entry vestibule addition was built onto the center of the east façade, covered with standing seam metal. A projecting concrete porch covers a window in the center of the first floor of the rear addition east elevation; a set of metal double doors above provide access to the roof of the porch. Other doors include metal doors with large fixed pane window and plain metal doors.

Eligibility:

This building is an example of a Military/Defense property type that gained importance in the New Dominion (1945 – present) period and was one of several buildings and structures built on CNAAS following the end of World War II. Established in 1943, CNAAS was used as a training base for Navy aircraft carrier squadrons that would be serving in the Pacific theater of World War II, and to enable Civil Air Patrol to conduct antisubmarine operations off the Atlantic coast. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). By 1949, the U.S. Navy discontinued aircraft carrier training and in 1951 CNAAS became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The building has essentially retained its original use throughout its history on the base.

The Flight Information Control and Analysis Laboratory has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It is not associated with any event or individual significant at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource has lost its integrity due to alterations to the resource and its setting. The resource's integrity of materials, design, and workmanship has been adversely affected by numerous additions, the replacement of the building's doors and windows, and the introduction of modern corrugated metal panels that cover the walls and roof. Although remaining in its historic location, the building's integrity of setting, feeling, and association has been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of buildings of this period have been demolished, changing the historic character of the physical environment of the building's historic context.

001-0027-0102



Property Name: WFF # V-090 – Elevated Water Tank

Address: Island Road

Property Type: Water Tower

Construction Date: 1954

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This structure, built in 1954, has served as a water tower on Wallops Island since its construction. The structure is located in an open level area along the east side of Island Road, toward the north end of Wallops Island. It stands at the corner of the road and the access drive to Buildings WFF # V-045, V-050, and V-055.

Description:

The structure is a tall, steel frame, metal-clad tower with a conical base set on a ten-sided poured concrete slab. The base tapers to a tall, thin cylindrical center section that flares to a spherical section at the top. Two metal rings encircle the cylindrical center portion just below the junction with the spherical section. On the south elevation, a small hatch with rounded top and square fixed-pane window projects from the base so that the door stands vertical. On the north elevation, a drainpipe extends outward from the base, beyond the edge of the concrete slab.

Eligibility:

The structure is representative of secondary resource associated with a Technology/Engineering property type built at the beginning of the New Dominion (1945 – present) period and was one of several buildings built by the National Advisory Committee for Aeronautics (NACA) following the end of World War II.. In 1959, the ownership of CNAAS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station.

The Elevated Water Tank has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1946 to 1958) and the construction of later buildings. Thus a historic district in this location of Wallops Island is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary structure, the Elevated Water Tank does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary structure of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory.

001-0027-0103



Property Name: WFF # V-130 – Observation Tower

Address: North End of Wallops Island

Property Type: Research Facility

Construction Date: 1949

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering; Military/Defense

Setting:

This tower, built in 1949, is one of a series of observation towers constructed by the U.S. Navy's Naval Air Ordnance Test Station (NAOTS) for photography and theodolite stations (a surveyor's

instrument that is placed on an elevated shore-based vantage point) to track ordnance testing operations. This tower is the only remaining example; all other structures from this period on the island have been removed. While the National Advisory Committee on Aeronautics (NACA) owned most of the Island at that time, NACA leased a portion of the north end of the island to the U.S. Navy for their use as a ordnance testing range. The structure is located along the north shore of Wallops Island in a heavily wooded area.

Description:

This tall, four-story, square-plan tower, built in 1949, is made of steel with a wood superstructure (likely a later addition). The four corner posts of the inner steel tower taper inward as they rise. A series of steel ladders are located within the center of the tower, rising to a number of landing platforms. The top of the steel tower was originally encircled by a steel platform that served as an observation deck and was used to mount scientific and tracking equipment including theodolites. The steel tower and observation deck are now enclosed in a larger wood tower that is square in plan and rises straight up from the ground. A wood staircase encircles the exterior of the structure, and from grade rises against the west, south, east, and then north elevations before reaching a small landing at the top on the west elevation that provides access to a larger observation platform, which is surrounded by wood posts and railings.

Eligibility:

The structure is representative of secondary resource to a Military/Defense research facility built at the beginning of the New Dominion Period (1945 – present) period. The U.S. Navy constructed the building as an Observation Tower associated with ordnance test range operations for the Naval Air Ordnance Test Station (NAOTS) and was one of several such towers built by the U.S Navy on Wallops Island in the late 1940s. In 1946, the U.S. Navy expanded the mission of CNAAS to include the Naval Air Ordnance Test Station (NAOTS). From 1948 to 1959 NAOTS conducted bomb drops and firing on the island. In 1951 Chincoteague Naval Auxiliary Air Station became a Naval Air Facility, with a primarily research-based mission that corresponded with the mission of NAOTS until the base was closed in 1959. In 1959, the ownership of CNAAS/NAOTS was transferred to the National Aeronautics and Space Administration (NASA) and was renamed Wallops Station. The structure has been unused since that time.

The Observation Tower has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

As an individual resource, it is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D as it is not associated with a significant event or individual at the local, state or national level; it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction; nor does this property have the potential for providing additional information in history or prehistory.

The resource retains its integrity of location and feeling. Although remaining in its historic location, the structure's integrity of design, materials, and workmanship have been negatively impacted by the introduction of a wood superstructure around the original steel tower. The integrity of setting and association have also been adversely affected by the changes made to the surrounding setting of the base of which it was a part; by 2004, the majority of CNAAS buildings of this period have been demolished, changing the historic character of the physical environment of the structure's historic context.

001-0027-0104



Property Name: WFF # W-035B – Cable Term Building

Address: Island Road

Property Type: Air-Related

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This small, one-story building, constructed in 1955, was used as one of two buildings that supported the Terminal Building Launch Area #4 (WFF # W-030) and launches that took place in that area. The building is located on the east side of Island Road in a level area, adjacent to Launch Area 4. A tall metal structure, originally used as a launch stand that supported rockets above the concrete pad, is located immediately south of the building.

Description:

The walls of the building are composed of poured concrete with a slab foundation and a flat roof; the roof materials are not visible. A heavy steel door with strap hinges is located in the center of the north elevation, flanked by two steel vent hoods at the bottom of the wall. Two similar vent hoods are located on the south elevation at the top of the wall. The building stands over a small trench that extends from under the north elevation into the paved concrete area to the south. In that area, the channel is covered with metal. The foundation slab is cut on the north and south elevations where the channel intersects with the building. The channel was used to run wiring and other cables to the rockets mounted on the launch stand.

Eligibility:

This building is representative of secondary building associated with a Technology/Engineering property type built at the beginning of the New Dominion (1945 – present) period and was one of several buildings built by the National Advisory Committee for Aeronautics (NACA) following the end of World War II. Created by Congress in 1915 to conduct research and experiments in aeronautics, NACA constructed a facility to conduct aeronautic research using test rockets on Wallops Island in 1945 called the Auxiliary Flight Research Station, renamed the Pilotless Aircraft Research Station (PARS) in 1946. Over the next 15 years, Wallops researchers helped develop components of the space program, including capsule escape techniques, maximum pressure tests and recovery systems. The PARS also provided support for research in re-entry and life-support systems, Scout launch vehicles, and mobile research projects. NACA operated the base until becoming part of the new National Aeronautics and Space Administration (NASA) in 1958.

The Cable Term Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource the Cable Term Building does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0105



Property Name: WFF # X-005 – Service Station

Address: Island Road

Property Type: Garage

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1955 by the National Advisory Committee on Aeronautics (NACA) on Wallops Island. It has been used to service emergency vehicles used on Wallops Island since its construction. It is located on the west side of Island Road on Wallops Island, across from the Payload Processing Facility (001-0027-0106, WFF # X-015). The building is fronted by a small paved area that provides access to Island Road and is surrounded by a level, grass-covered area on all other sides.

Description:

This one-story, square-plan, concrete block building has a poured concrete slab foundation and a flat roof covered with aluminum sheathing that wraps the roof edge on all sides. The west (front) elevation contains two large aluminum, roll top sectional doors with concrete headers. Originally, there was a single large window opening on each of the north and south elevations that has subsequently been filled in with concrete block. Into those areas, a smaller window opening has been inserted, each of which contains a two light (one-over-one) fixed wood sash window with concrete sill. On the north elevation, a steel door flanks the window opening on the west side. A galvanized steel staircase provides access from grade on the south side to the roof level to an observation deck that is slightly raised above the roof. A simple wood guardrail surrounds the outside of the roof and the raised deck. A tapering steel tower sits atop the roof. The tower holds a radar that can be accessed via a ladder that rises along one side.

Eligibility:

The building is representative of a secondary, utilitarian resource associated with a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility

operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Service Station has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling, and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource the Service Station does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the replacement of original windows and doors and the in-fill of several door and window openings. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0106



Property Name: WFF # X-015 – Delrum. Storage and Assembly Shop #2

Address: Island Road

Property Type: Storage

Construction Date: 1950

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1950 by the National Advisory Committee on Aeronautics (NACA) and was part of the first phase of NACA construction on Wallops Island. Originally, the building was used to store photographic equipment and dry storage for charts, recorders, radiosondes and similar equipment. Located on the west side of Island Road near the geographic center of Wallops Island, the building is now part of the Wallops Flight Facility (WFF), and is used as a payload processing facility, one of several on WFF. The building has a concrete apron on its west side that is used as a parking and temporary storage area. To the north is the Damage Control and Service Shops (001-0027-0108, WFF # X-035) and the Service Station (001-0027-0105, WFF # X-035) is located to the east, across Island Road. A level grass-covered area is located to the west.

Description:

The concrete and steel frame building has a poured concrete slab foundation and a shallow pitch gable roof. The concrete section of the walls extends roughly four feet above grade. The steel frame section, located above, is clad with modern, corrugated steel panels, which also covers the roof. The south elevation contains three two-story-tall aluminum roll top doors symmetrically arranged about the center. A small window opening containing a fixed metal sash above a metal awning sash window flanks the three doors to the east; the awning sash is covered with a storm screen window; all of the windows are modern replacement. Similar windows are found along the west elevation on both the first and second stories. On the east, the windows are grouped in pairs, with one exception and are found only on the first floor level. A single steel door with a large rectangular center pane is located on the east elevation, near the southeast corner. Two similar doors are found on the north elevation, symmetrically arranged about the center. A two-story-tall aluminum roll top door is located in the northeast corner on that elevation. Louvered

aluminum vents are found on the east and west elevations. A capped aluminum exhaust vent pierces the roof on the west side. A metal vent housing, attached to machinery on the interior of the building, projects from the west elevation. The vent is supported by a small metal platform. A tall plastic exhaust pipe extends from the top of the vent housing above the roof.

Eligibility:

The building is representative of a secondary resource associated with a technology/engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Delrum. Storage and Assembly Shop #2 has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the use of a modern cladding material on the exterior and roof and the replacement of original windows and doors. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0107



Property Name: WFF # X-030 – Paint Shop

Address: Island Road

Property Type: Shop

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1955 by the National Advisory Committee on Aeronautics (NACA) and was part of its construction efforts on Wallops Island. Since its construction, the building has been used for painting operations, storage, and distribution of paints and supplies at the launch sites on Wallops Island. However, the building has had a number of alterations since it was constructed. Located on a level area on the west side of Island Road, the building is now part of the Wallops Flight Facility (WFF). It is placed behind and to the west of Delrum Storage and Assembly Shop (001-0027-0106, WFF # X-015) and the Damage Control and Service Shops (001-0027-0108, WFF # X-035).

Description:

The concrete block, square-plan building is three bays wide by three bays long. Two of the bays, in a section running north to south, are two stories tall while the remaining section is one story. Both sections have a poured concrete slab foundation and a flat roof; the roof materials are not visible. A tall, two-story aluminum roll top door with concrete header is located in the two-story section of the south elevation, flanked by two door openings to the west. A single steel door with long, narrow fixed-pane window is located in the center bay and a set of steel double doors, each with a small square fixed-pane window, is located in the westernmost bay. Both door openings have a small projecting steel canopy above. Two large window openings on the east elevation have been filled-in with concrete block; a pair of two fixed-pane metal sash windows has been inserted into each. A two-story roll top door opening has also been filled in on that elevation and a single steel door has been inserted into the once much larger opening. Two stacked window openings, one much larger than the other, have been blocked in on the north elevation. A single steel door stands beneath a wood canopy above which a modern air conditioning unit projects from the wall plane; the unit is sheltered by a modern aluminum

awning. A one-story shed roof addition, covered with pebble dash finish, abuts onto the one-story section of the west elevation. The addition sits atop a raised platform, defined by wood planks. A second one-story shed roof addition was built onto the west elevation in the southwest corner. A large round steel vent stack rises along the north elevation while a second, smaller steel vent stack projects out from and above the one-story section of the building.

Eligibility:

The building is representative of a secondary resource associated with a technology/engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Paint Shop has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource the resource does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the replacement of original windows and doors and the in-fill of several door and window openings. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0108



Property Name: WFF # X-035 – Damage Control and Service Shops

Address: Island Road

Property Type: Research Facility

Construction Date: 1947

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1947 by the National Advisory Committee on Aeronautics (NACA) and was part of the first permanent phase of NACA construction efforts on Wallops Island. Models were assembled for launch here in what was called the Final Assembly Building. This building served as a combination woodshop, sheet metal shop, machine shop, stockroom and vehicle maintenance shop. Rocket motors were assembled here and radar equipment was housed in an air-conditioned portion of the building. More recently, the building has contained office space, locker rooms, fire station and crash and rescue equipment used on Wallops Island during launches. Located on a level area on the west side of Island Road, the building is now part of the Wallops Flight Facility (WFF). It is placed to the north of Delrum. Storage and Assembly Shop #2 (001-0027-0106, WFF # X-015) and to the east of the Paint Shop (001-0027-0107, WFF # X-030).

Description:

The two-story rectangular building has a poured concrete slab foundation and a very low pitch (almost flat) gable roof; the roof materials are not visible. The building is clad with modern corrugated steel panels. The north and south elevations are almost identical; each contain two symmetrically placed steel doors with large rectangular fixed-pane windows flanked by two-story aluminum roll top doors. The east elevation contains two pairs of tall, roll top sectional doors, each with five lights, one of which is taller than the other three. The two north doors are made of steel while the other two are made of wood. A single steel door is located between the two pairs. The steel door is next to a window opening containing a two fixed-pane metal sash window; similar windows are located in the outer corners and along the west elevation. The west elevation also contains a single, double steel sash window placed roughly in the center of the elevation and covered with a screen.

Eligibility:

The building is associated with a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Damage Control and Service Shops has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the use of a modern cladding material on the exterior and roof and the replacement of original windows and doors. Of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0109



Property Name: WFF # X-055 – General Services Building

Address: Island Road

Property Type: Administration Building

Construction Date: 1946

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1946 by the National Advisory Committee on Aeronautics (NACA) and was part of the first permanent NACA construction efforts on Wallops Island. Constructed in 1946, the General Services Building it served as the island's headquarters and contained offices for administration and staff with a photo laboratory and communication center. Located just to the south of the intersection of the Island Road and the road leading to the causeway, the building is now part of the Wallops Flight Facility (WFF). It is placed to the north of the Damage Control and Service Shops (001-0027-0108, WFF # X-035) and the other buildings of the X building area, on the west side of Island Road.

Description:

This simple, one-story, rectangular building is made of concrete block covered with a modern, spray-on stucco finish. A pair of centrally placed, steel and glass entry doors pierces the east (front) elevation. A thin horizontal line marks an elevated base of the building. A concrete ramp has been constructed leading from an area near the southeast corner to the entry doors. A set of three steps leads up to a landing, which offers entry through the doors. Two rectangular concrete pads mark the edge of the raised entryway. To the left and right of the entry doors are three rectangular aluminum, replacement sash windows. These identical windows are metal, and subdivide the glass into nine panes. The west elevation of the building is eight bays wide. In the first bay at the northwest corner of the building is found a horizontally shaped six-pane window. The second and third bays each hold a single three-bay window. The fourth bay is identical in size to the windows in the second and third bays, but is a louvered window. The fifth bay contains a metal-clad door. The sixth through eighth bay contain windows identical to those found on the front of the building. Each of these contains nine lights. The north end of the building also employs the same sheathing and window treatments found in the front elevation. A

single window is placed near the southeast and southwest corner. Each smoked glass replacement window is subdivided by metal bands into nine panes of glass. Centrally placed above these windows is one metal vent. The top of the building is marked by an aluminum or other metal roof cap. The south end of the building is identical to the north end of the building.

Eligibility:

The building is representative of a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The General Services Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. The resource does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the use of a modern spray-on material on the exterior and the replacement of original windows and doors and is therefore not eligible under Criterion C. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0110



Property Name: WFF # X-065 – Turret Camera Tracking Station #5

Address: Island Road

Property Type: Research Facility

Construction Date: 1951

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1951 by the National Advisory Committee on Aeronautics (NACA) and was part of some of the first NACA construction efforts on Wallops Island. The building is identical to Tracking Camera Turret with Dome (001-0027-0122, WFF # Z-035) located to the south. The two stations, originally identified as Station 1 (WFF # X-065) and Station 2 (WFF # Z-035) were used as camera stations/observation platforms from which launches that took place in the area between the two buildings could be observed and recorded. Located on the east side of Island Road, adjacent to the sea wall, the building is now part of the Wallops Flight Facility (WFF). A small drive provides access to the site off Island Road, near the intersection with the road to the causeway.

Description:

The one-story, square-shaped concrete building has a poured concrete slab foundation and a flat roof, covered with aluminum sheeting, that overhangs slightly on all four sides. A modern metal hemispherical dome, set on a metal drum with rotating collar, sits on the roof of the building. The concrete slab extends out from under the building to the south; the gentle slope of the site necessitates concrete pier support for the slab under the south end. The concrete sides of the building have been incised with two horizontal grooves; the center panel created by the lines is slightly recessed from the surrounding two. On the south elevation, there is a single steel replacement door with fixed pane window. The west side has a single opening containing a portable air conditioning unit. A modern, raised wood deck provides access from the end of the drive to the concrete pad on the south side. An exterior set of replacement wood stairs provides access from the wood deck to the roof, which is encircled with wood posts and railings. A rectangular concrete pad, with a ramp that slopes down toward the south, abuts the northwest corner of the building.

Eligibility:

The building is representative of a Technology/Engineering resource type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Turret Camera Tracking Station #5 has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource the resource does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0111



Property Name: WFF # X-105 – Shop & Electrical Maintenance Storage Building

Address: Island Road

Property Type: Storage

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1955 by the National Advisory Committee on Aeronautics (NACA). Originally, the building was used as an electrical maintenance shop and a supply storeroom for the NACA operations on Wallops Island. Located on the west side of Island Road, in an area bounded by woods, it is now part of the Wallops Flight Facility (WFF) and is currently used for storage for plant maintenance. It is one of three buildings located at the end of an access drive that extends off Island Road behind the Delrum. Storage and Assembly Shop (001-0027-0106, WFF # X-015).

Description:

The one-story, rectangular concrete building has a poured concrete slab foundation and a flat roof, covered with aluminum sheeting that overhangs slightly on all four sides. The aluminum sheeting extends beyond the outside edge of the roof and wraps the corner. The concrete sides of the building have been incised with two horizontal grooves; the center panel created by the lines is slightly recessed from the surrounding two. There is a set of metal replacements double doors centrally placed in the north elevation. The east and west elevations contain a series of seven, regularly-spaced rectangular openings on the lower concrete panel. These openings have been filled in with concrete.

Eligibility:

The building is representative of a secondary resource associated with a technology/engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS

functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Shop & Electrical Maintenance Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0112



Property Name: WFF # X-115 – Shop & Electrical Maintenance Storage Building

Address: Island Road

Property Type: Research Facility

Construction Date: 1955

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1955 by the National Advisory Committee on Aeronautics (NACA). Originally, the building housed compressed air generating equipment for various applications related to rocket construction and launches. Located on the west side of Island Road, in an area bounded by woods, it is now part of the Wallops Flight Facility (WFF) and is currently used as a small shop and storage for maintenance and operation. It is one of three buildings located at the end of an access drive that extends off Island Road behind the Delrum. Storage and Assembly Shop (001-0027-0106, WFF # X-015). The three buildings are located on each side of a paved concrete area; this building is on the north side of the area.

Description:

The rectangular concrete block building has a poured concrete slab foundation and a flat roof that projects slightly on all four sides. While the roof materials are not visible, aluminum flashing wraps the corner of the roof edge. Four trapezoidal blocks, also covered with flashing, are set on top of the roof and span east to west. The blocks may be the base of a former platform as a steel ladder attached to the west elevation provides access from grade to the roof. A round, aluminum vent cap projects from the roof. The south elevation contains a centrally located door opening that contains an aluminum roll top door. Originally, a tall window opening flanked the roll top door to the west but has since been filled in with concrete block. A tall door opening has been filled in to the east of the center and a smaller door opening, containing a single steel door has been inserted. Three regularly spaced window openings on the east and west elevations have also been blocked in, save the northern most opening on the east elevation that contains a louvered aluminum vent.

Eligibility:

The building is representative of a secondary resource associated with a technology/engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Shop & Electrical Maintenance Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0113



Property Name: WFF# Y-015 – Assembly Shop #1

Address: Island Road

Historic Name: Model Assembly Shop

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This building was built in 1950 by the National Advisory Committee on Aeronautics (NACA) and was part of the first phase of permanent NACA construction efforts on Wallops Island. The building has been used since its original construction to construct, assemble, load, and check out test vehicles and rockets prior to launch. It is located on Wallops Island, on the east side of Island Road, approximately 40 yards from the current sea wall. The building is surrounded by a concrete paved area that connects with Island Road in two areas on the west side of the building. A concrete drive extends to the north from the northeast corner of the paved area behind the building.

Description:

The concrete block building has a poured concrete slab foundation and is divided into two sections—a long one-story section that runs parallel to Island Road and a shorter, two-story section at the south end that is perpendicular to the other. Both sections have flat roofs. While the roof materials are not visible, aluminum flashing wraps the outside edges of the roofs. The one-story section is divided into seven bays, each of which is separated by a concrete block wall and is accessed from the west. Each bay, save the north bay, contains a set of metal double doors with a large, rectangular fixed-pane window flanked by three fixed panes on either side. The north bay contains an aluminum roll top door flanked by a steel door to the north that contains a three-fixed pane aluminum sash window. All of the doors are sheltered by an overhanging canopy that is supported by a concrete wall on the north and a single steel post on the south that rises from a short concrete wall. The canopy extends the length of the west elevation of the one-story section and onto a portion of the two-story section. That section contains a large aluminum

roll top door centrally located on the west side. The south elevation contains five, regularly spaced, square-shaped window openings, each of which contains two large, smoked glass picture windows in an aluminum frame. The five openings are contained within a boxed projection that extends out from the wall plane. The east elevation of the two-story section contains a steel door with a three-fixed-pane aluminum sash window roughly in the center of the first floor level, and four openings in the upper north corner, one of which holds a five-light metal awning sash window while the others each contain louvered aluminum vents. The seven bays of the one-story section each hold a three-part window opening, now blocked with what appears to be painted plywood. Galvanized steel ladders provide access from the surrounding paved surface to the roof of the one-story section and from there onto the roof of the two-story section. Two concrete cubicles surround the building, one on the west side and one on the north side, while a modern wood deck, with wood stairs down to grade, stands above a concrete foundation on the east side. The deck holds electrical/mechanical equipment.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Model Assembly Shop has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Also, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0114



Property Name: WFF# Y-025 – Propellant Magazine

Address: Island Road

Historic Name: Propellant Magazine

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This one-story building was built in 1950 by NACA and was part of the first phase of permanent NACA construction efforts on Wallops Island. The building has been used since its construction to store explosive propellants used to fuel rockets. The building is now part of WFF and is located on Wallops Island in a fenced area on the west side of Island Road, across from Launch Area #2 (001-0027-0116, WFF# Y-035). It is located between two similar buildings and behind a tall steel lattice radio/meteorological tower (WFF# Y-085), which was not included in this survey.

Description:

The concrete building is set on a concrete slab foundation and buried under mounded earth with the west elevation left exposed. The west elevation is triangular in shape with a rounded top corner, and is made of concrete incised with vertical lines to create a series of five panels. A set of steel doors is set in the center of the center panel, at the top of a concrete platform. The top of the platform is accessed by a ramp on the north side and a set of stairs on the south, both of which have a steel guardrail on the outside edge. The platform is set at the end of a drive aligned perpendicular to the access drive. The doors are sheltered from above by a cantilevered steel canopy. Two small square window openings, each with a fixed, pane steel sash, are set just above the canopy on the west elevation to provide light to the interior. A steel vent pipe with a rounded, hemispherical cap is located at the east end of the building, projecting above the grass-covered earth that covers the top, sides, and back ends of the building.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Propellant Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0115



Property Name: WFF# Y-030 – Blockhouse #2

Address: Island Road

Historic Name: Control Center #1

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This one-story building was built in 1950 by NACA and was part of the second phase of permanent NACA construction efforts on Wallops Island. Originally known as Control Center #1, the building was built as the principal building of a launch complex that incorporated elements of the first temporary launching area on Wallops Island, including the Bombproof Observation House which overlooked the first, 50 x 50-foot concrete launch pad (which was later expanded in 1950 to its current size of 600 feet long by 50 feet wide). The Control Center was built onto the back of the Observation House and was placed in the center of the complex, as a radial arm aligned northwest-southeast inside of a paved circular drive, and located to the immediate west of the actual launch area. All controls over the launching of test vehicles and rockets were maintained from inside the Control Center, including checkout, countdown, firing of circuits, and launch. Now part of WFF, the building is located on the east side of Island Road. Launch Area #2 (001-0027-0016, WFF# Y-035) with the three associated launch pads located to the east. The entire launch complex is located within a fenced compound; a narrow concrete drive connects the complex to Assembly Shop #1 (001-0027-0113, WFF# Y-050), located to the south.

Description:

The tall, one-story concrete building has a poured concrete slab foundation and a very thick, flat poured concrete roof which slightly overhangs the poured concrete walls of the building on all four sides; the roof materials are not visible. The edge of the roof is clad with aluminum flashing arranged in four, stepped sections. A short small projection, with an aluminum louvered vent on the southeast side, extends up from the roof surface near the north corner. Eight small, fixed-

pane windows/observation ports in metal frames are recessed into the thick concrete wall of northeast elevation. Two similar windows are found on the southeast elevation flanking the center bay that projects slightly and connects to a shorter, square-plan section of the building – originally the Bombproof Observation House – via an overhang that covers an open walkway separating the two. A modern wood stair rises from the southeast to the top of the shorter section, turns 90 degrees, and continues up onto the top of the taller, larger section. A steel apparatus (likely used in conjunction with firing and other circuitry in launches), is embedded into the south corner of the shorter section, extending somewhat on the southeast elevation and a longer distance on the southwest. The apparatus has 17 steel, box-like units with two handles each that are hinged to connect with a projecting steel mount or switch above. It appears the apparatus is no longer in use. The northwest elevation contains a centrally placed opening containing a set of steel double doors. Two openings, each containing an aluminum roll top door, flank the center doorway. The concrete is slightly ramped around the base of the roll top doors.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

Control Center #1 has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Therefore the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0116



Property Name: WFF# Y-035 – Launch Area #2 (Pads A, B and C)

Address: Island Road

Historic Name: Launch Area #1

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

Built in 1950 under the direction of NACA, this launch area served as the first launching site for rockets on Wallops Island and was originally referred to as Launch Area #1. The launch area incorporated the first launch pad built on Wallops Island in 1945 – a 50 by 50-foot concrete pad that was enlarged in 1948 and again in 1950 to its current size of 600 feet long by 50 feet wide. The long concrete strip runs roughly parallel with the current sea wall and shore and contains three metal launch pads. Now part of WFF, Launch Area #2 is located on the east side of Wallops Island, in a level area that consists of paved concrete areas interspersed with lawn.

Description:

The launch area consists of a 600-foot long by 50-foot wide concrete strip that runs parallel to the sea wall and shore beyond. Three round metal plates, which served as the actual launch pads (A, B, and C) are laid in to the concrete surface. These plates originally supported metal launch stands, no longer extant, that supported the rockets during launchings. Rockets were also launched from temporary launchers that could roll onto the concrete strip for the actual launches. Two launch pads are located at the approximate center of the concrete strip, while a third is located toward the south end. The two pads in the center are similar in appearance. They are framed by a square section of concrete. A smaller circular section located in the center of a larger, outer circular plate projects upward above ground level. Six large bolts, regularly spaced along the inside of the center section, extend up from the surface, while eight smaller bolts form a smaller ring inside. A trench sunk into the surface of the concrete and evidenced by steel cover panels, extends from the launch pad to the nearby firing cubicles. The launch pad on the south end is slightly different. While it too is a circular steel plate set into the surrounding concrete

surface, in the center there is a slightly raised square panel with four bolts. Two rectangular metal panels project from the outside of the plate, to the northeast and southeast respectively. There is no visible sunken trench that connects this launch pad to a firing cubicle.

Eligibility:

The structure is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The structure was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

Launch Area #2 (Pads A, B and C) has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the structure have adversely affected its integrity of design, materials, workmanship and feeling, including changes to the concrete launching pads and removal of associated components. Therefore the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0117



Property Name: WFF# Y-040 – Propellant Shop

Address: Island Road

Historic Name: Propellant Shop

Property Type: Research Facility

Construction Date: 1952

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This one-story building was built in 1952 by NACA and was part of the second phase of permanent NACA construction efforts on Wallops Island. The building was originally used to prepare and modify igniters and as a work area for cutting or reshaping propellant grains used in small rocket motors. Located on Wallops Island on the west side of Island Road within a fenced area, it is now part of WFF and is currently used as storage. The building is located directly across Island Road from Blockhouse #2 (001-0027-0115, WFF# Y-030) and Launch Area #2 (001-0027-0116, WFF# Y-035). The Igniter Magazine (001-0027-0118, WFF# Y-045) is directly to the west; a flat, open area containing testing/receiving equipment surrounds the building to the south.

Description:

The building has a poured concrete slab foundation and both sections have a flat roof; the roof materials are not visible. The concrete walls are incised with two horizontal lines that create three panels; the center panel is slightly recessed from the surrounding two. Window and door openings have been blocked in on the south, east and west elevations. Windows for the building are fixed one-over-one aluminum sash. An aluminum roll top door on the north elevation has a concrete panel that rises roughly four feet and divides the opening in half, flanked by a steel door to the west that is centrally located in the shorter section. Similar doors are found on the other three elevations. Round aluminum vent caps project from the upper wall surfaces of the south and west elevations. The building has two adjoining rectangular sections, one of which, located

to the east, is taller and larger than the other. The two sections are separated by a concrete block wall.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Propellant Shop has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Therefore the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0118



Property Name: WFF# Y-045 – Igniter Magazine

Address: Island Road

Historic Name: Igniter Magazine

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1950 by NACA and was part of the second phase of permanent NACA construction efforts on Wallops Island. The building has been used since its construction to store explosive igniter used in rocket launches. Now part of WFF, the building is located on Wallops Island in a fenced area on the west side of Island Road, across from Launch Area #2 (001-0027-0118, WFF# Y-045). The building is located at the end of a row of two other similar buildings and behind the Propellant Shop (001-027-0117, WFF#Y-040).

Description:

The short concrete building is set on a concrete slab foundation and buried under mounded earth with the west elevation left exposed. The west elevation is trapezoidal in shape and is made of concrete incised with vertical lines to create a series of five panels. Three regularly-spaced steel doors, each of which open into an 8-foot square cell, are set in the center of the center panel, at the top of a concrete platform; each door is flanked by two metal vent hoods placed near the bottom of the doors. The top of the platform is accessed by a ramp on the south end and a set of stairs on the north, both of which have a steel guardrail on the outside edge. The platform is fronted by a short paved area set off the access drive. The doors are sheltered from above by a cantilevered concrete canopy with aluminum flashing. Three steel vent pipes with rounded, hemispherical caps are located at the east end of the building, projecting above the grass-covered earth that covers the top, sides, and back ends of the building.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Igniter Magazine has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0119



Property Name: WFF# Y-050 – Rocket Test Cell

Address: Island Road

Historic Name: Rocket Test Cell

Property Type: Research Facility

Construction Date: 1950

VDHR Time Period: The New Dominion (1945-present)

VDHR Historic Context: Technology/Engineering

Setting:

This two-story building was built in 1950 and was part of the second phase of permanent NACA construction efforts on Wallops Island. The building originally housed technicians and a work area for checkout and testing of igniters and squibs (explosive devices used in rocket ignition). The interior had a space for housing liquid rocket engines with a test cell and an observation room separated by a concrete wall with a special periscopic mirror viewing system. A concrete wall was built on the east side of the building in case of accidental explosions. Only one rocket engine was tested in the cell; later uses include testing of other fuel types and tanks and to house a dynamic balancing machine, used in the preparation of payloads. The building is now part of WFF and is currently used for storage. It is located on Wallops Island on the west side of Island Road within a fenced area. The building is located at the end of an access road that runs perpendicular to Island Road and is surrounded on the south and west sides by dense vegetation.

Description:

The building has a poured concrete slab foundation and a flat roof; the roof materials are not visible. A one-story section abuts the north side of the two-story section, which contains a large door opening on the east and west elevations. The opening on the west contains an aluminum roll top door while the opening on the east is filled with a large yellow fiberglass pattern, arranged in a block pattern; the fiberglass panel is likely a later alteration. On the east elevation, two concrete steps lead up to two adjacent steel doors placed beneath a concrete canopy. Located in the corner where the two sections abut one another, the two doors, which are separated by a concrete wall, provide access to the interior of the two sections. On the second story, the north elevation contained a series of window openings with aluminum frames that have been boarded up. One opening contains a short door that provides access onto the roof of the one-story section. A tall masonry chimney rises from the north elevation of the one-story section and is flanked by round exhaust vent caps on each side. A similar vent is found in the upper east corner of the south elevation. On the west, a small, fixed-pane window with a metal frame is recessed into the thick concrete walls; the window has been blocked in. A concrete wall about the same length as the building, with east and west sides that taper inward, is placed to the immediate east. On the east side there is a mounting apparatus constructed out of steel I-beams and set into the ground. The apparatus may have been used in the testing of igniters and squibs. The concrete wall protected the building from any possible explosion.

Eligibility:

The building is associated with a technology/engineering property type built during the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in

radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Rocket Test Cell has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the demolition of many of the buildings from the period of significance (1936 to 1959), the removal of much of the historic fabric from the majority of extant buildings, and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. It does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. While the resource retains its location, setting and association, alterations to the building have adversely affected its integrity of design, materials, workmanship and feeling, including the in-fill of original openings and the replacement of original windows and doors. Therefore the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

01-0027-0120



Property Name: WFF # Y-060 – Island Radar Control Building

Address: Island Road

Property Type: Communications Facility

Construction Date: 1953

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This one-story building was built in 1953 by the National Advisory Committee on Aeronautics (NACA) and was part of the third phase of NACA construction efforts on Wallops Island. Originally known as Station 3, the building has housed radar systems and associated equipment since its construction. In 1947-48, the portable radars used in tracking of rockets launched as part of NACA missions on Wallops Island were placed on a permanent site approximately 1,300 feet from the first launch area (Launch Area 2, 001-0027-0116, WFF # Y-035,) on the western side of the island. Telephone and power lines were extended to the site in 1948. The following year the road to the site was paved. In 1952, an eighty-five foot diameter concrete pad was laid out on the site, used as a base for the portable radars. The existing, permanent building was built atop the pad in 1953 to replace the trailers that had been used to store the radar. The outside edges of the circular pad are still visible in the surrounding concrete pavement. Now part of the Wallops Flight Facility (WFF), the building is located immediately north of another radar station (WFF # Y055) built in 1958, not included in this survey.

Description:

This masonry building sits atop a poured concrete slab foundation and a shallow pitch (almost flat) gable roof. The exterior, concrete block walls are covered with a modern, spray-on, slightly rough textured, stucco finish. The building consists of two rectangular sections of which the front section is smaller. The east (front) elevation has a set of metal double doors each of which has a three fixed-pane window; a small, concrete cantilevered awning is located above the opening. A small set of concrete steps leads up from grade to the doors. A second set of similar doors is located on the west end of the south elevation. Windows for the building include one-over-one double hung vinyl replacement sash. A metal staircase provides access on the exterior

from grade to the roof level where a radar antenna is located. Tubular metal posts and railings encircle the roof. Aluminum flashing runs along the top edge of the wall on all four sides.

Eligibility:

The building is representative of a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Island Radar Control Building has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0121



Property Name: WFF # Y-075 – Outdoor Electrical Substation

Address: Island Road

Property Type: Power Station

Construction Date: 1952

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering

Setting:

This structure was built in 1952 by the National Advisory Committee on Aeronautics (NACA) and was part of some of the first NACA construction efforts on Wallops Island. The small structure is located just on the western side of Island Road, adjacent to the Propellant Shop (001-0027-0117, WFF # Y-040), WFF # Y-074 (not included in this survey), and a small T-shaped concrete pad that may have at one time supported a building. These structures are placed at the corner of Island Road and an access road that leads to the Igniter Magazine (001-0027-0118, WFF # Y-045) and Rocket Test Cell (001-0027-0119, WFF # Y-050). The structure has been greatly altered since its original construction.

Description:

This structure is a modern concrete plinth set on a poured concrete slab foundation, which appears to be the only original component of the structure. The plinth supports four modern electrical panels and is accessed from grade by a short set of modern wood steps that leads to a wood deck that extends along the length of the east elevation. A modern metal hatch with two steel doors is located in the top surface of the plinth, along the eastern edge.

Eligibility:

The structure is representative of a secondary support structure associated with a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio

telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Outdoor Electrical Substation has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C, or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource has been altered and does not retain its integrity and is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0122



Property Name: WFF # Z-035 – Tracking Camera Turret with Dome

Address: Island Road

Property Type: Research Facility

Construction Date: 1951

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This one-story building was built in 1951 by the National Advisory Committee on Aeronautics (NACA) and was part of the second phase of permanent NACA construction efforts on Wallops Island. The building is identical to Turret Camera Tracking Station #5 (001-0027-0110, WFF # X-065), located to the north. The two stations, originally identified as Station 1 (WFF # X-065) and Station 2 (WFF # Z-035) were used as camera stations/observation platforms from which

launches that took place in the area between the two buildings could be observed and recorded. Now part of the Wallops Flight Facility (WFF), the building is located on the east side of Island Road on Wallops Island. It is placed at the end of an access road, immediately adjacent to the modern sea wall, behind the Launch Control Center (WFF # Z-040 – not included in this survey) and to the north of a modern steel lattice radio tower.

Description:

This one-story, square-shaped concrete building, built in 1951, has a poured concrete slab foundation and a flat roof, covered with aluminum sheeting, that overhangs slightly on all four sides. A modern metal hemispherical dome, set on a metal drum with rotating collar, sits on the roof of the building. The concrete sides of the building have been incised with two horizontal grooves; the center panel created by the lines is slightly recessed from the surrounding two. Aluminum flashing runs along the top outside edge of the roof. On the south elevation, there is a single door with fixed pane window. An exterior set of wood stairs provides access from grade to the roof, which is encircled with wood posts and railings. The west side has a single opening containing a portable air conditioning unit.

Eligibility:

The building is representative of a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

The Tracking Camera Turret with Dome has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0123



Property Name: WFF # Z-065 – Blockhouse #1

Address: Island Road

Property Type: Research Facility

Construction Date: 1952

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

This one-story building was built in 1952 by the National Advisory Committee on Aeronautics (NACA) and was part of the second phase of permanent NACA construction efforts on Wallops Island. Originally known as Control Center 2, the building was constructed in anticipation of an increase in the number of launchings the early to mid-1950s. During that time, the building was used as a photographic laboratory and later as the sounding rocket control center facility, containing control equipment for tower and pad launchings of Launch Area 1. The building also contained a heating plant that was used to heat the Control Center and the Assembly Shop (001-0027-0113, WFF # Y-015), located to the north. The Control Center was constructed in the center of a paved, circular driveway, the east side of which connected to the original Launch Area 2 (001-0027-0124, WFF # Z-070), a 300' long by 50' wide strip on concrete that ran parallel to the shore and sea wall. Now part of the Wallops Flight Facility (WFF), the building and structure are referred to as Blockhouse #1 and Launch Area #1 respectively.

Description:

This one-story masonry building has a poured concrete slab foundation and a flat roof that slightly overhangs the building on all four sides; the roof materials are not visible. The edge of the roof is clad with aluminum flashing arranged in three sections. Five small, fixed pane windows/observation ports in metal frames are recessed into the thick poured concrete walls of east elevation; a sixth is located on the east end of the south elevation. A set of metal double doors is located in the center of the north and south ends. A U-shaped section of wall immediately fronts the doors on both ends. The opening is covered by a sheet of corrugated metal that supported by an exposed metal framework; the coverings appear to be a modern addition. A set of metal double doors on the north end of the west elevation opens onto concrete pad; ghost marks along the edge indicate the pad was once the base of an addition or rear ell.

The pad now serves as a base for raised HVAC units. A second concrete pad is located near the south end of the elevation.

Eligibility:

The building is representative of a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The building was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

Blockhouse #1 has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

001-0027-0124



Property Name: WFF # Z-70 – Launch Area #1

Address: Island Road

Property Type: Research Facility

Construction Date: 1952

DHR Time Period: The New Dominion (1945 – present)

DHR Historic Context: Technology/Engineering; Aviation History; Space Race and the Cold War

Setting:

Built in 1952 under the direction of the National Advisory Committee for Aeronautics (NACA), this launch area served as a launching site for rockets on Wallops Island and was originally referred to as Launch Area 2. The 300' long by 50' wide concrete strip runs roughly parallel with the current sea wall and shore. The launch area is located on the east side of a launching complex that consists of a paved circular drive whose east side connects to Launch Area 2. Blockhouse #1 (001-0027-0123, WFF # Z-065), originally called Control Center 2, is placed in the center of the circular drive while several small support buildings are located throughout the complex. Now part of the Wallops Flight Facility (WFF), the launch complex and Launch Area 1 are located on the east side of Island Road, south of Assembly Shop #1(001-0027-0113, WFF # Y-015) and north of the Launch Control Center (WFF # Z-040 – not included in this survey).

Description:

The launch area consists of a 300-foot long by 50-foot wide concrete strip that runs parallel to the sea wall and shore beyond. The concrete strip served as a base for temporary launchers that were rolled onto the concrete strip for the launches that were activated and controlled from the nearby Control Center (Blockhouse #1, 001-0027-0123, WFF # Z-065).

Eligibility:

The structure is representative of a Technology/Engineering property type built at the beginning of the New Dominion Period (1945 – present) period. The structure was constructed as a component of a rocket research facility operated by the Pilotless Aircraft Research Station (PARS) under the direction of NACA from 1946 to 1958. Until becoming part of the National Aeronautics and Space Administration (NASA) in 1958, PARS functioned as a rocket research

facility that continually refined its capacity to collect aeronautic and scientific data through improvements in radar tracking, radio telemetry, and photographic techniques that provided significant data for the development of Cold War missile technology and manned spaceflight during the Space Race.

Launch Area #1 has been evaluated both as a contributing resource in a historic district and as an individual resource. Issues of significance, integrity, and district boundaries were carefully considered. A proposed district comprising this resource lacks integrity of design, setting, materials, workmanship, feeling and association due to the removal of the majority of buildings from the period of significance (1936 to 1959) and the construction of later buildings. Thus a historic district here is not eligible under Criterion A, B, C or D.

The resource is not eligible for listing in the National Register or the Virginia Landmarks Register under Criterion A, B, C, or D. As a secondary resource, it does not by itself sufficiently embody a quality of significance associated with events in order to be eligible under Criterion A, nor does it sufficiently embody a quality of significance associated with a person in order to be eligible under Criterion B. The resource retains its integrity but as a secondary resource of common design and materials, the resource is not eligible under Criterion C as it does not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. This property does not have the potential for providing additional information in history or prehistory under Criterion D.

5.1 EVALUATION PROCESS, INTEGRITY ASSESSMENT AND NATIONAL REGISTER EVALUATION

The National Register Criteria for Evaluation “define the scope of the National Register of Historic Places and identify the range of resources and kinds of significance that will qualify properties for listing in the National Register.” The National Register Criteria “are written broadly to recognize the wide variety of historic properties associated with history and prehistory” (NPS 1997). Properties may be eligible for the National Register, under one or more of the following criteria:

- Properties can be eligible for the National Register under Criterion A if they are associated with events that have made a significant contribution to the broad patterns of our history at a local, state, or national level.
- Properties may be eligible for the National Register under Criterion B if they are associated with the lives of persons significant in our past.
- Properties may be eligible for the National Register under Criterion C if they embody the distinctive characteristics of a type, period, or method of construction; or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction.
- Properties may be eligible for the National Register under Criterion D if they have yielded, or may be likely to yield, information important in prehistory or history. Criterion D is most often applied to archaeological districts and sites, although it can apply to buildings or structures that contain important information (NPS 1997).

5.1.1 National Register Criteria Evaluation

Surveyed properties were examined for their eligibility under Criteria A, B, C, and D. Historic significance was assessed against the historic context, periods, and themes developed from the historic research and identified during the survey. One architectural resource (consisting of a primary and secondary resource), Wallops Lifeboat Station and Observation Tower, was found to be individually eligible under Criterion A for its association with the Coast Guard on the State level.

Surveyed properties were evaluated for their architectural significance under Criterion C. In this evaluation, the integrity of the structures was a major factor. As most of the buildings and structures have been altered through the use of non-historic materials or added onto, they no longer maintain integrity, in some combination or another, of location, design, setting, materials, workmanship, feeling, and/or association to be eligible for listing in the National Register. For those few buildings or structures that do retain their integrity, it was concluded that most do not possess architectural significance under Criterion C. However, the Wallops Lifeboat Station and Observation Tower was found to be individually eligible for listing under Criterion C, as it possesses both integrity and historical significance as an embodiment of Colonial Revival architecture designed and constructed for the Coast Guard mission in the 20th century. No surveyed architectural resources located within the project area were found to have the potential to yield additional information in history or prehistory under Criterion D.

5.1.2 Integrity

Carrying equal weight with the National Register Criteria for Evaluation is the property's integrity, which is defined as the ability of a property to convey its historic significance. Within the concept of integrity, the National Register recognizes seven aspects that, in various combinations, define integrity. These aspects include integrity of location, design, setting, materials, workmanship, feeling, and association. Eligibility for listing in the National Register requires that a property retain several of these aspects.

The integrity of the architectural resources on the Main Base, Mainland, and Wallops Island were evaluated individually and for their potential to contribute to one or more historic districts. The majority of architectural resources at WFF have lost their integrity of setting, feeling, and association. The majority have also been physically altered and/or added onto and have lost their integrity of design, workmanship, and materials. Buildings or structures that retain integrity of design, workmanship, and materials are small, secondary structures of common design and materials, with minimal architectural distinction, that do not embody the distinctive characteristics of a type, period, or method of construction, or represent the work of a master, or possess high artistic values, or represent a significant or distinguishable entity whose components may lack individual distinction. Only one architectural resource on Wallops Island retains the necessary integrity to convey historic significance in order to be individually National Register eligible: the Wallops Lifeboat Station and Observation Tower.

The integrity of the resources on the Main Base, Mainland, and Wallops Island were evaluated for their potential for individual eligibility according to the National Register criteria and standards for integrity. The majority of the buildings and structures in the WFF are located within settings that include many recently constructed buildings and/or buildings that have been modified over time and/or that lack architectural or historical distinction. The history of WFF as a built environment is one of constant change. By 1957, only 19 major buildings and 16 ancillary buildings remained from the pre-1945 period (of 74 pre-1945 major buildings and 60 ancillary buildings). From 1957 to 2004, 67 buildings and structures in the historic core of the Main Base and 106 base residences have been demolished. In 2004, only six main buildings from the World War II construction era remain (U.S. Navy 1957).

The removal of these buildings over time affects the historic form and plan and therefore the historic design of the base. Because of this degradation of the historic setting, and the construction of a significant number of modern, non-contributing buildings on the Main Base, Mainland, and most of the island, the surveyed architectural resources in these locations lack integrity of setting, feeling, and association as a group. Changes to the collection of buildings and structures over time have diminished their integrity of materials and workmanship as a group. Based upon the field work and research, 98.4% of surveyed resources (122 of 124) were therefore not found to be part of any identifiable historic districts.

5.2 HISTORIC RESOURCES ELIGIBLE FOR LISTING IN THE NATIONAL REGISTER AND THE VIRGINIA LANDMARKS REGISTER

The Wallops Lifeboat Station and Observation Tower is eligible as an individual resource with the Lifeboat Station as the primary resource and the Observation Tower as a secondary resource.

5.2.1 Wallops Beach Lifeboat Station (001-0027-0100) and Observation Tower (001-0027-0101)

001-0027-0100



Property Name: WFF# V-065 – WEMA Recreational Facility (Old Coast Guard Station)

Historic Name: Wallops Beach Lifeboat Station

Property Type: Coast Guard Facility

Construction Date: 1936

VDHR Time Period: World War I to World War II (1917-1945)

VDHR Historic Context: Military/Defense

Setting:

Located along the main access road toward the northern end of Wallops Island, this finely proportioned two-and-one-half story Colonial Revival building originally served as a U.S. Coast Guard Station at this location, known as the Wallops Beach Lifeboat Station. No longer in Coast Guard ownership, this building now functions as the Wallops Employee Morale Association (WEMA) Recreational Facility at the Wallops Flight Facility. An associated Observation Tower (001-0027-0101, WFF# V-070), also built in 1936, is located to the immediate northeast. Originally, the building and structure operated in concert, with the Observation Tower providing an elevated platform from which to observe vessels on the Atlantic Ocean to the east.

Description:

Wallops Beach Lifeboat Station is an example of the Colonial Revival style popular in the United States from 1880 to 1955. The building exhibits identifying features of the style including

a symmetrical facade with balanced windows, a centered front door, and windows with double-hung sashes and multi-paned glazing. The east (front) elevation is symmetrical and five bays wide. The building rests on a raised concrete basement. A single three-over-three double hung wood sash window is found near the southeast and northeast corners. A set of replacement wood steps leads to a landing and the front door. This access is sheltered by a porch, supported by four sets of paired columns. The porch is surmounted by a shallow wood-shingled shed roof. At the second floor level are found five, equally spaced six-over-six double hung windows. The entire façade is covered with wood shingles, as are all other elevations. Three gable dormers, each with a single six-over-six double hung window, are placed symmetrically within the roof. The west elevation is similar to the front, but with a few variations. At the basement level, two three-over-three double hung wood sash windows are paired closely together at the southwest corner. A single three-over-three double hung window is found at the northwest corner. At the first floor level, three six-over-six double hung windows are symmetrically placed within the elevation. Two smaller, six-over-six double hung sash windows are placed between the larger centrally placed window, and the larger window at the northwest corner. At the second floor level, five windows identical to those in the front elevation may be found. A wooden water table is located in a horizontal line at the base of the windows. As with the front elevation, three gable dormers are placed symmetrically within the roof. A brick chimney pierces the roof near the northwest corner of the roof. The south gable end also exhibits four three-over-three double hung sash windows at the basement level. Three six-over-six double hung windows are symmetrically placed at the first and second floor levels. A wooden water table marks the base of the second floor windows. The roofline is marked by projecting verge boards. Near the apex of the roof is placed a four-light lunette window. The north gable end is similar in treatment to the south gable end. At the basement level, three three-over-three double hung sash windows begin at the northeast corner and move eastward. On the first floor level, two six-over-six double hung sash windows are placed in the first and second bays from the northeast corner. In the third bay, a doorway and single six-over-six double hung sash window pierce the façade. These are surmounted by a porch supported by wooden brackets. At the second floor level are three six-over-six double hung sash windows, again with a water table. Near the apex of the roof is placed a four-light lunette window.

The steps leading to the front porch have been replaced and contemporary lattice has been placed under the porch. Other changes have not been made to the building. It is in moderately poor exterior condition due to a lack of exterior paint but appears structurally sound with no apparent structural decay or collapse.

001-0027-0101



Property Name: WFF# V-070 – Observation Tower

Property Type: Coast Guard Facility

Construction Date: 1936

VDHR Time Period: World War I to World War II (1917-1945)

VDHR Historic Context: Military/Defense

Setting:

This observation tower, built in 1936, is located to the northeast of the WEMA Recreational Facility (001-0027-100, WFF# V-065), toward the north end of Wallops Island. Originally, the building and structure operated in concert, with the Observation Tower providing an elevated platform from which vessels could be observed on the Atlantic Ocean to the east.

Description:

The tall, four-story, square-plan tower is made of steel with concrete plinths supporting the four corner posts. The posts taper in toward the center as the tower rises. A concrete plinth also supports the base of the centrally located steel staircase. The staircase rises to a landing that supports another stair, that in turn rises in the opposite direction to a second landing. There are three landing areas that support staircases, before reaching the top of the structure that has metal grate flooring and a guardrail encircling the outside edge. Steel crossbeams and ties are found on each side of the structure and across the interior, supporting the stair landing platforms.

The structure is in good condition and appears to have had no alterations over time.

Eligibility

The Wallops Beach Lifeboat Station and Observation Tower were constructed in 1936 as the second government life saving station on Wallops Island, the first being constructed in 1883 by the United States Life-Saving Service. The 1883 station was destroyed by the August 1933 Hurricane. The Coast Guard operated the Wallops Beach Lifeboat Station and Observation Tower as an adjunct to the main station on Chincoteague Island. Three Lifeboat Stations, including Wallops Beach, Popes Island, and Assateague Beach, were managed from Chincoteague, along with the Killick Shoal Light Station. From 1936 to 1947, the Station's mission was to rescue sailors from sinking vessels and save cargo from damaged ships. Wallops Beach Station rescue boats reached open sea via a channel and boat basin dug to the rear of the island off Sloop Gut that provided access from Ballast Narrows to open ocean via the Chincoteague inlet. The building was primarily living quarters for the Lifeboat Station. A boardwalk to the building's rear, now gone, connected it to a boathouse and pier. Because the station was located inland from the shore, an observation tower was constructed during the same period.

The Wallops Beach Lifeboat Station and Observation Tower have been evaluated as a combined individual resource, with the Observation tower as a secondary, contributing structure. Issues of significance, integrity, and boundaries were carefully considered. The Wallops Beach Lifeboat Station and Observation Tower are eligible for listing in the National Register and the Virginia Landmarks Register as a single resource under Criterion A for its association with the Coast Guard on the local level with the period of significance as 1936-1947 and Criterion C in the area of Architecture on the local level, with the period of significance as 1936. (The Observation Tower is not significant individually, but as a contributing structure to the Lifeboat Station).

The Wallops Beach Lifeboat Station and Observation Tower is eligible under Criterion A for its local association with the Coast Guard. The Coast Guard and its predecessor, the United States Life-Saving Service, played a vital role as protector of shipping and human lives, and consequently the economic development of Virginia's Eastern Shore. The presence and protection of the Wallops Beach Lifeboat Station and Observation Tower, along with two other Lifeboat Stations, a light station and the main station at Chincoteague, helped establish the Wallops and Chincoteague Island area as an important part of Virginia's seafood industry and as part of the Atlantic commercial shipping lane.

The Wallops Beach Lifeboat Station and Observation Tower is eligible under Criterion C for its architectural significance as an example of Colonial Revival-style architecture designed and constructed for the Coast Guard mission on the Eastern Shore in the 20th century. The architectural details of the building exemplify the Colonial Revival style of the early 20th century with a symmetrical front facade with balanced windows, a centered porch and door on the facade, gabled dormer windows, and windows with double-hung sashes and multi-paned glazing.

The historic resource is not associated with the life of a person significant in the past and is therefore not eligible under Criterion B. The historic resource is not likely to potentially yield information important in prehistory or history and is therefore not eligible under Criterion D.

The Wallops Beach Lifeboat Station and Observation Tower retain the necessary aspects of integrity, including location, design, setting, materials, workmanship, feeling, and association, to be eligible for the National Register.

Boundaries

National Register Bulletin 21: Defining Boundaries for National Register Properties explains that boundaries should include the resources that contribute to a property's significance. Selection of boundaries is a judgment based on the nature of the property's significance, integrity, and physical setting. The majority of the property must retain integrity of location, design, setting, feeling, and association to be eligible.

The boundaries of the Wallops Beach Lifeboat Station and Observation Tower are shown in Plate 10. The boundaries consist of an area based on the historic boundaries that were described and pictured in documents from 1947 that transferred the site from the Coast Guard to the Navy. Those boundaries (Figure 2) consisted of a square that was 275' on each of its sides. The proposed boundaries utilize that square but use the northern and western boundaries of the adjacent roads as its southwest and southeast boundaries as an historic resource. The northwest boundary begins at the northwest corner of the square; continues northeasterly to the edge of the adjacent stand of trees; follows the line of trees southeast and then northeast; and continues to and ends at the edge of the adjacent island Road. They do not include ground that formerly was the location of the associated boardwalk and boathouse that are no longer extant.

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Appendix A

Surveyed Resources: Name, Address and USGS Map Quadrangle

Appendix B
Qualifications of Investigators

Appendix C

Virginia Department of Historic Resources Reconnaissance
Level Data Sharing System (DSS) Survey Forms