

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Hangar 1, BWI Airport Survey Number: AA-30

Project: International Terminal Building Agency: FAA

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)
Constructed in 1951, Hangar 1 is a large, prefabricated metal structure measuring 195'x 203'. The hangar was a component of the ordinal Friendship Airport design 1947-1950 but was not built during the original airport construction nor to its original specifications. The hangar is characterized by a steel frame arch system, corrugated aluminum panels and large sliding metal doors. Two additions have been built, one in 1956 along the south elevation and one 1970 on the northeast corner. Because the hangar does not illustrate the original airport plan or design concept and is a commonplace prefabricated metal building, the structure does not meet the Criteria for Evaluation. I also believe that the structure does not possess significance of exceptional importance.

Documentation on the property/district is presented in: MHT Inventory form, compliance file

Prepared by: Ms. Suzanne Pickens, Greiner Inc.

L. Bowlin Reviewer, Office of Preservation Services Jan. 11, 1994 Date

NR program concurrence: yes no not applicable
B. Andrews Reviewer, NR program 1. 11. 94 Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation/airport hangar

Known Design Source: Anderson Manufacturing, contractor

Survey # AA-30

Hangar No. 1, Baltimore-Washington International Airport

Anne Arundel County

Section 8: SIGNIFICANCE--HISTORIC CONTEXT

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Western Shore Region (Anne Arundel County)

Chronological/Developmental Period: Modern Period-A.D. 1930-Present (1951)

Prehistoric/Historic Period Theme: Transportation-Air

Resource Type:

Category: Airplane hangar at publicly-owned airport; presently utilized for commercial purposes; because of proximity to tarmac, access to public is restricted.

Historic Environment: Hangar No. 1 was constructed in 1951 at Friendship International Airport, now Baltimore-Washington International Airport. The facility was originally located in a very rural area of Anne Arundel County; however, the growth of urban Baltimore has expanded toward the 1947 airport and it is now at the fringes of the suburban area of the city.

Historic Function and Use: Hangar No. 1 was constructed as and has been continually used as an airplane hangar. It is currently occupied by Butler Aviation.

Known Design Source: According to the "Specifications, Proposals, and Contract Bid for Contract No. 12, Hangar No. 1, 1951" let by Whitman, Requardt-Greiner Co. and Associates in 1951, the specific request for erection of "a Prefabricated Aircraft Hangar" was awarded to Anderson Manufacturing, a division of Anderson Aircraft Corporation of California.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. AA-30

Magi No.

DOE yes no

DEMOLISHED

1. Name (indicate preferred name)

historic Hangar No. 1, Friendship International Airport

and/or common Hangar No. 1, Baltimore-Washington International Airport (preferred)

2. Location

street & number Elm Road, Baltimore-Washington International Airport
N/A not for publication

city, town Baltimore vicinity of congressional district 1

state Maryland county Anne Arundel

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name State of Maryland, Maryland Department of Transportation

street & number P.O. Box 8766 BWI Airport telephone no.: (410)859-7227

city, town BWI Airport (Baltimore vicinity) state and zip code MD 21240-0766

5. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Circuit Court liber 2508

street & number Church Circle folio 252

city, town Annapolis state MD 21401

6. Representation in Existing Historical Surveys

title NONE

date federal state county local

pository for survey records

city, town state

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Hangar No. 1 is technically the oldest facility remaining at Baltimore-Washington Airport (BWI). A "Hangar No. 1" was a part of the plan for the airport, then Friendship International Airport, as designed 1947-1950. The original concept was for a hangar facility which would complement the design of the terminal in mass, form, and materials. Apparently funding problems and underutilization led to the hangar being omitted from the original construction. When next the construction of Hangar No. 1 was considered, it was as a request for proposals for "...Furnishing and Erecting a Prefabricated Aircraft Hangar for Friendship International Airport." The Scope of Work and General Requirements were quite specific concerning the size, appearance, construction, and materials of the hangar. Details included structural steel framing, an arched roof, corrugated metal sheathing, and the type and location of windows and doors, as well as the size and weight of aircraft that must be accommodated. Anderson Manufacturing, a division of Anderson Aircraft Corporation of California, was awarded the contract ("City of Baltimore, Department of Aviation, Specifications, Proposals, and Contract Bond for Contract No. 12, Hangar No. 1 for Friendship International Airport, Anne Arundel County, Maryland, 1951; Plans, Contract No. 12, Hangar No. 1, Anderson Manufacturing Company, 1951) .

Hangar No. 1 is a large, open building of prefabricated metal construction. The main block, constructed in 1951, is essentially a square plan approximately 195' by 203'. A steel frame arch system supports the roofline; the building is sheathed in corrugated aluminum panels. The facade (east elevation) faces the Tarmac and features a series of sliding doors set in steel tracks and designed to open a 160' by 25' entrance for aircraft. These doors, as well as flanking pedestrian doors, are located in a slightly projecting, shed-roofed section spanning the facade. Centered above these doors are sliding tailgate doors which form a 10' by 14' foot opening for the tail of a large plane. The south and north elevations of the original block are solid, the arch of the roof sweeping to the tops of the approximately 10' foot high canted wall. The south elevation is pierced by a small heater room projecting from the canted wall. The rear (west) elevation faces Elm Road. A strip of windows totalling approximately 500 square feet lights the interior of the building.

In 1956, a one-story "lean-to" was constructed across this elevation. Specified to be sheathed in corrugated metal to match the original and with steel casement

(see continuation sheet\)

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

N/A

Specific dates 1951, 1956, ca. 1970 **Builder/Architect** Anderson Manufacturing Company

check: Applicable Criteria: A B C D N/A

and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

Baltimore-Washington International (BWI) Airport, originally known as Friendship International Airport, is located in Anne Arundel County on the outskirts of Baltimore. The site, which took in the location of the Old Friendship Church, was recommended after much study as one which would allow for expansion and growth of the facility. Mayor Theodore R. McKeldin appointed a Baltimore City Aviation Commission to oversee the airport construction and shortly after their first meeting, the Commission chose Whitman, Requardt and Associates and J.E. Greiner and Associates, both engineering firms from Baltimore, to plan and design the airport. Partial financing of the initial master plan was funded by the Maryland Commission on Post War Reconstruction and Development. When the airport was officially opened in 1950, it was considered the epitome of aviation facility planning and passenger comfort. Apparently, the same planning allowed selected elements of the plan to be constructed, while others were deferred. One such element was Hangar No. 1, the construction of which was put off until the need for such a facility could be fully justified by a lease with a suitable tenant (BWI Airport Development Report; *City of Baltimore, Department of Aviation, Friendship International Airport, Baltimore, Maryland, 1945-1951, Completion Report*, Whitman, Requardt-Greiner Co. and Associates, Consulting Engineers, Baltimore, Maryland, 1951).

Baltimore-Washington International Airport—the project set in motion in 1943 and construction begun in 1947—was formally dedicated in 1950 by President Harry S. Truman. was considered the state-of-the-art airport. Then mayor Thomas D'Alesandro, Jr. praised the facility (and its engineers) when he characterized the facility in his speech:

(see continuation sheets)

9. Major Bibliographical References

Survey No. AA-30

See Continuation Sheet 9.1

10. Geographical Data

Acreage of nominated property ca. 1.5 acres

Quadrangle name Relay, MD

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

A
 Zone Easting Northing

B
 Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification The boundary encompasses only the original building, the 1956 addition, and the Executive Terminal. The boundary is shown on the accompanying map entitled "Property Boundary Map". Only the property shown is to be demolished.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Suzanne S. Pickens, Senior Architectural Historian

organization Greiner, Inc. date 12-17-93

street & number 4630 Paragon Park Road telephone (919) 876-2760

city or town Raleigh state North Carolina 27604

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

CROWN POINT
 STATE

Survey # AA-30

Hangar No. 1, Baltimore-Washington International Airport

Anne Arundel County

Section 7: DESCRIPTION

windows, the lean-to extends approximately 20' past the northwest corner. The addition has sixteen symmetrically placed bays with fourteen windows and two pedestrian doors. The north end has double sliding metal doors, the south end has a pedestrian door (City of Baltimore, Department of Aviation, Contract No. 15...and Additional Lean-to Hangar No. 1, 1956).

Approximately 1970, or probably about the time the state purchased the airport, Butler Aviation was using Hangar No. 1. The company constructed an executive aviation terminal at the northeast corner of the hangar (Baltimore-Washington International Airport Master Plan, Airport Development Plan, Maryland Department of Transportation, State Aviation Administration, ca. 1974). A side wing extends to the east in front of the hangar facade and an ell extends from the rear adjacent to the north elevation of the hangar. An open metal canopy fills the ell. The executive terminal is of a utilitarian design - masonry with a metal roof.

The interior of the building is a vast open space with enclosed space for offices, utilities, etc. along the canted portions of the north and south elevations. There is a slab concrete floor and pedestrian doors leading to the west lean-to. Sections of the corrugated metal siding have been removed or lost; in most cases the sheathing is patched with corrugated fiberglass, particularly large panels missing from the facade sliding doors.

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Hangar No. 1, Baltimore-Washington International Airport

Anne Arundel County

Section 8: SIGNIFICANCE

...the Friendship International Airport [BWI] embodies wholly new concepts in airport development, and the forethought and careful planning lavished on every step of the project assures us that our great airport will remain among the best in the world and will not become obsolete in the foreseeable future....Although the runways now are designed to accommodate any aircraft in existence or even dreamed of, the airport is so arranged that lengthy extensions may be added with ease. The same planning went into the construction of the airport terminal building, the design of which will permit enlargement without loss of efficiency or attractiveness (Friendship International Airport Dedication, June 24, 1950, p. 2).

The original plan for the airport included a grandiose design for Hangar No. 1 of masonry construction with a two-story lean to and a penthouse. "It was felt essential to preserve the architectural appearance of the terminal area by specifying masonry construction, similar to the existing buildings, wherever practicable." It is this original planning of the airport for integrated elements, regional use, and "...the magnificent planning which permits the expansion of the separate functions (Friendship International Airport Dedication, 1950)."

By the time a tenant had been signed for Hangar No. 1 in 1951, the commitment to the architectural integrity of the complex had apparently given way to more practical considerations. It is likely that the originally designed, elaborate masonry hangar was considered an unnecessary visual luxury as well as its construction causing a delay in occupation an impatient tenant might not be willing to suffer. For whatever reasons, in 1951 the engineers requested proposals for a specifically described, prefabricated, metal-clad hangar (Specifications, Proposals, and Contract Bid for Contract No. 12, Hangar No. 1, 1951).

Between 1950 and 1956, improvements were made at the airport as funding became available and experience identified necessary adjustments even the engineers of the "most advanced airport in the nation," could not have foreseen. In addition, the location of aviation related business and industry made possible the construction of support facilities such as Hangar No. 1 in 1951 and Hangar No. 2 and an addition to Hangar No. 1 in 1956. Almost every decade since has seen expansion and modernization at the airport. In 1972, the airport was sold to the State of Maryland, who continues to operate it today. The next year the name was officially changed to Baltimore-Washington International Airport to reflect its regional status. A planning and engineering model in 1950, aviation innovations did indeed outstrip "any aircraft in existence or even dreamed of....(BWI Master Plan, Airport Development Report) " Major new construction, renovations and additions, and upgrading and expansion have diverged from the original master plan, including the present undertaking which calls for the demolition of Hangar No. 1 for expansion of the International Terminal.

Survey # AA-30

Hangar No. 1, Baltimore-Washington International Airport

Anne Arundel County

Section 8: SIGNIFICANCE

**APPLICATION OF
NATIONAL REGISTER CRITERIA:**

- a.** Although Baltimore-Washington International Airport was significant for its innovations in airport planning and design when it was opened in 1950, Hangar No. 1, as constructed in 1951, does not illustrate the original plan or design concept.
- b.** Hangar No. 1 is not associated with the lives of persons significant in our past.
- c.** Hangar No. 1 is a commonplace 1950s prefabricated metal building. It does not possess particular significance in architecture or engineering, nor is it part of a collection of resources which may possess significance when evaluated as a whole.
- d.** Hangar No. 1 has not yielded nor is it likely to yield information important in prehistory or history.

CRITERIA CONSIDERATIONS:

- g.** It appears that Hangar No. 1, Baltimore-Washington International Airport does not meet any of the criteria for eligibility for the National Register of Historic Places for the reasons stated above. However, it is believed that should the hangar appear as though it may meet one or more of the criteria the property would not meet Criteria Consideration **g**. Hangar No. 1 was constructed in 1951 and altered in 1956 and ca. 1970. It appears that not only is the property less than 50 years old, but it does not possess sufficient significance to meet the National Register criteria and definitely has not achieved significance of exceptional importance.

Survey # AA-30

**Hangar No. 1, Baltimore-Washington International Airport
Anne Arundel County**

Section 9: MAJOR BIBLIOGRAPHICAL REFERENCES

Anderson Aircraft Corporation (Anderson Manufacturing Co.)

n.d. "Arch Stress Diagram, Airplane Hangar, Friendship Airport, Baltimore, MD," on file at BWI.

Anderson Manufacturing Company

1951 "Plans, Contract #12, Hangar #1, Friendship Airport, Baltimore, MD," on file at BWI.

City of Baltimore, Department of Aviation

1951 "Friendship International Airport, Hangar No. 1, (As Built)," on file at BWI.

City of Baltimore, Department of Aviation

1951 "Specifications, Proposals, and Contract Bond for Contract No. 12, Hangar No. 1 for Friendship International Airport, Anne Arundel County Maryland," on file at BWI.

Friendship International Airport Dedication Committee

1950 *Official Dedication Book, Friendship International Airport*, on file at BWI.

Maryland Department of Transportation, State Aviation Administration

ca. 1974 "Baltimore-Washington International Airport Master Plan, Airport Development Report," on file at BWI.

Scott, John F.R., Jr.

1984 *Voyages Into Airy Regions*, Ann Arundel County Historical Society, Annapolis, MD.

STV Group and William Nicholas Bodouva + Associates

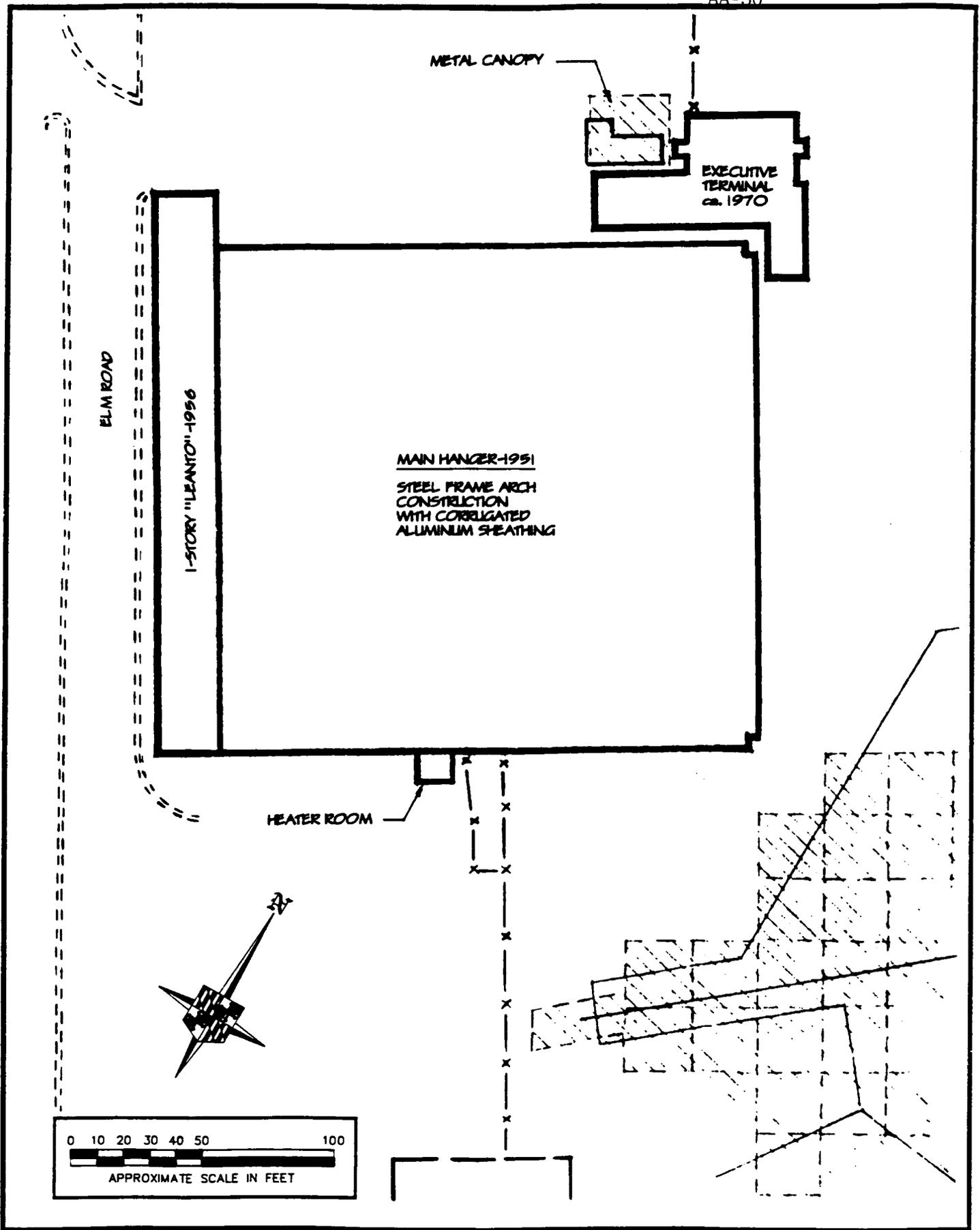
1993 "Baltimore-Washington International Airport, Demolition of Hangar No. 1 and Executive Building (plans)," on file at BWI.

Whitman, Requardt & Associates

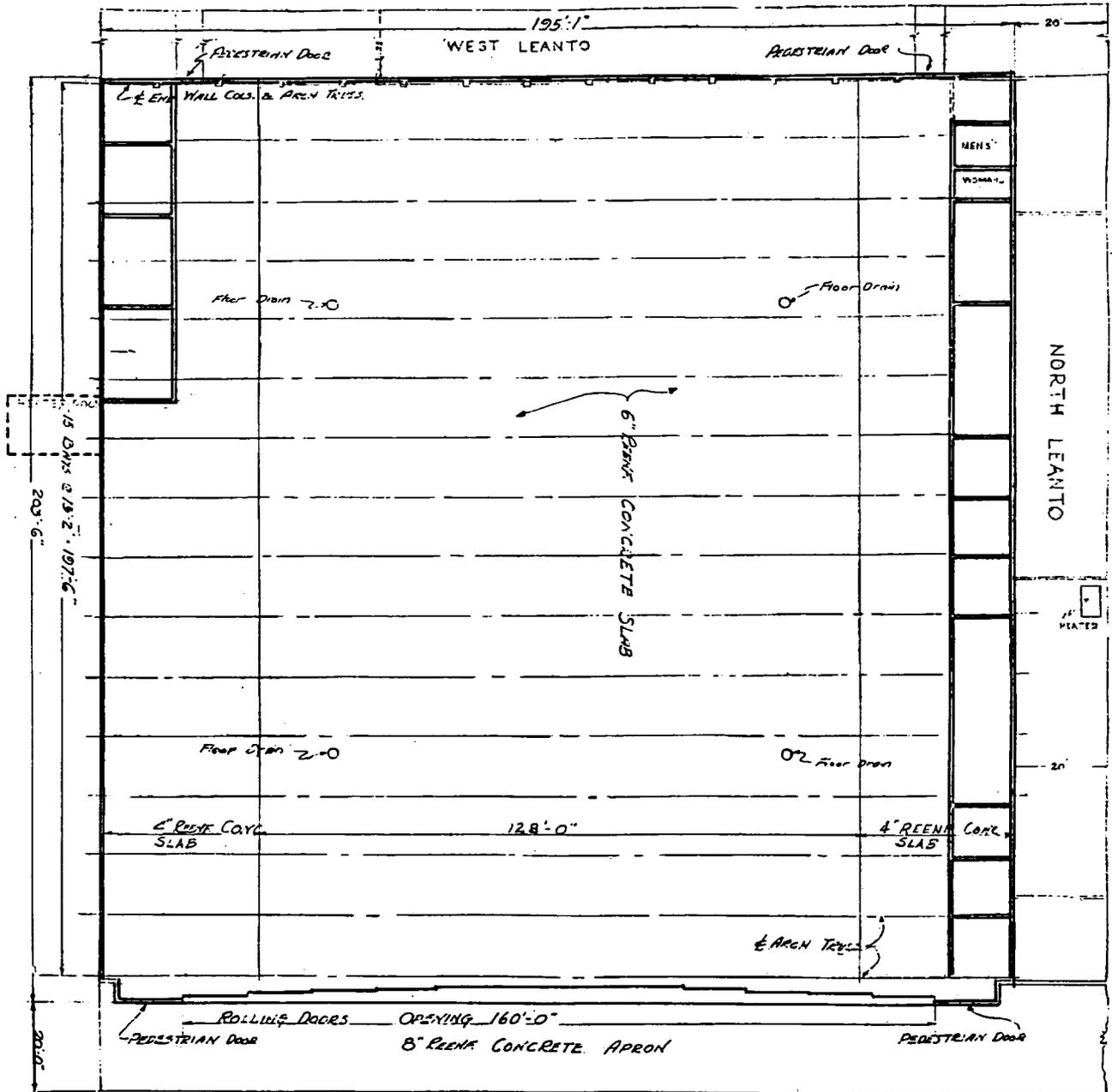
1956 "Contract No. 15, Hangar #2 and Lean-to for Hangar #1, Friendship International Airport."

Whitman, Requardt-Greiner Co. and Associates, Consulting Engineers

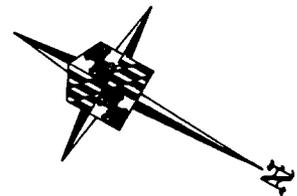
1951 *Friendship International Airport, Baltimore, Maryland, 1945-1951, Completion Report.*



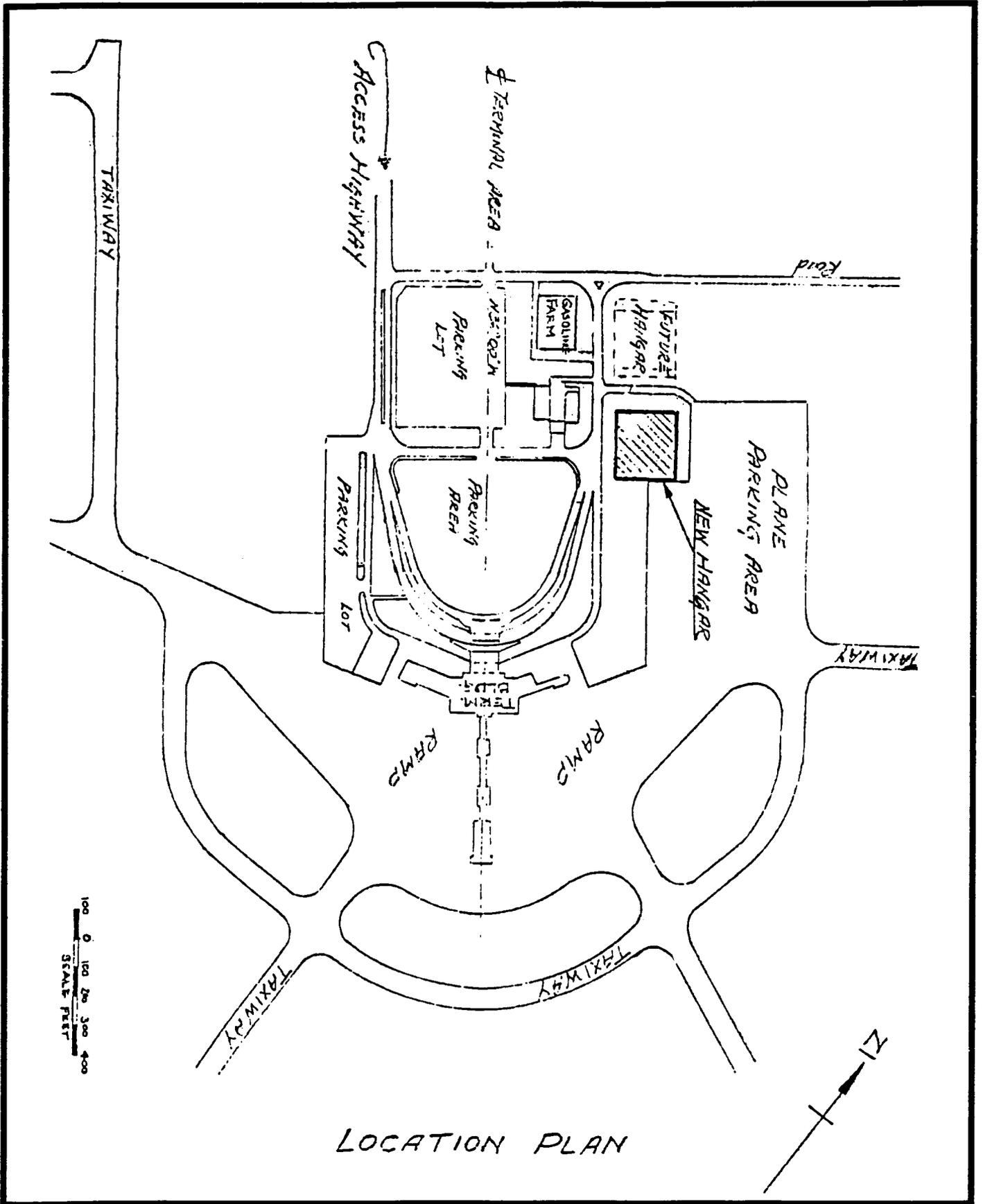
Hanger No.1, Baltimore-Washington International Airport



FLOOR PLAN

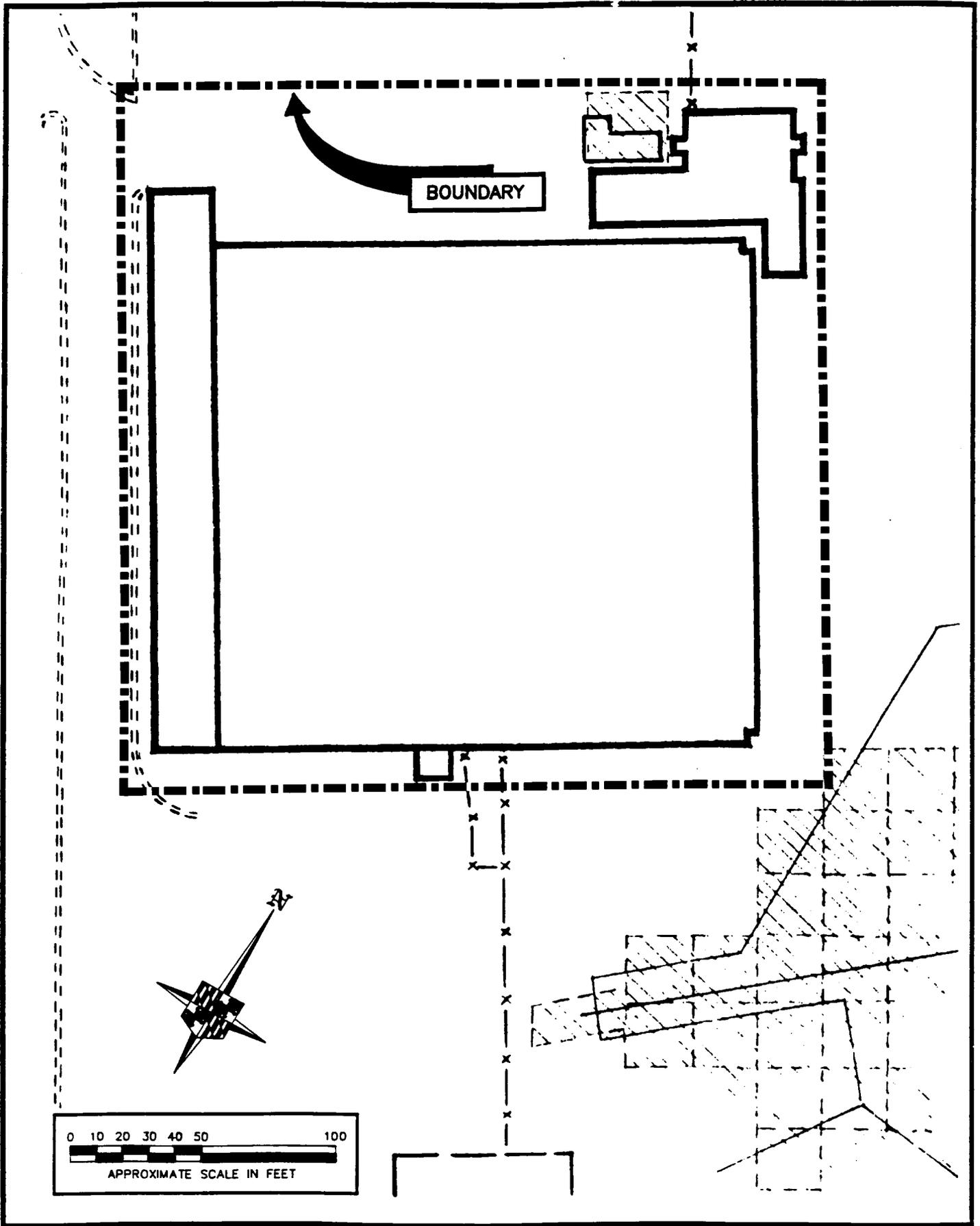


Hanger No.1, Floor Plan - From "AS BUILT" Drawings, November, 1951

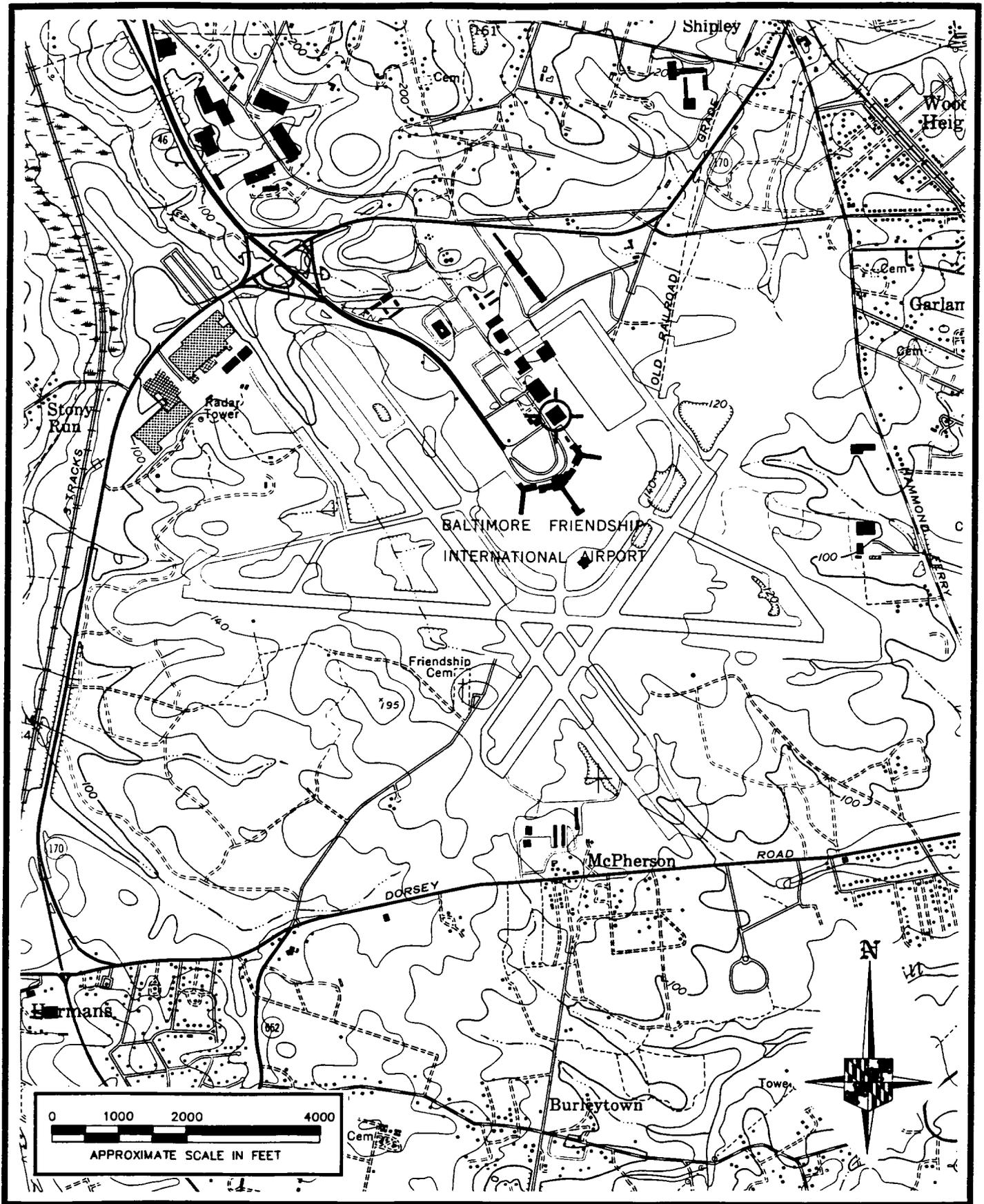


LOCATION PLAN

Site Location Plan - From "AS BUILT" Drawings, November, 1951



Property Boundary Map



Location Map - Relay, Maryland USGS Quadrangle, 1957
(Photorevised 1966 and 1974)





$\frac{1}{2} \log 2 = \frac{1}{2} \log 2^1 = \frac{1}{2} \cdot 1 = \frac{1}{2}$

$\frac{1}{2} \log 4 = \frac{1}{2} \log 2^2 = \frac{1}{2} \cdot 2 = 1$

$\frac{1}{2} \log 8 = \frac{1}{2} \log 2^3 = \frac{1}{2} \cdot 3 = \frac{3}{2}$

$\frac{1}{2} \log 16 = \frac{1}{2} \log 2^4 = \frac{1}{2} \cdot 4 = 2$

$\frac{1}{2} \log 32 = \frac{1}{2} \log 2^5 = \frac{1}{2} \cdot 5 = \frac{5}{2}$

$\frac{1}{2} \log 64 = \frac{1}{2} \log 2^6 = \frac{1}{2} \cdot 6 = 3$

$\frac{1}{2} \log 128 = \frac{1}{2} \log 2^7 = \frac{1}{2} \cdot 7 = \frac{7}{2}$



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Main body of handwritten text, appearing to be a list or series of entries.



1 copy to T. Burti. No. 2 +

At 2

Amos A. Hill Co. N'D

South of Park St

12/11

Amos A. Hill Co. N'D

12/11 + 50

12/11



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Fifth line of handwritten text, possibly a signature or a specific note.







Hajji A. 1/2 27 1921 20

Amir A. 1/2 27 1921 20

Suzanne A. 1/2 27 1921 20

12-10-02

AD A. 1/2 27 1921 20

E. F. A. 1/2 27 1921 20

2 of 17



Hanger A 1 B II A report

Amie A. del Co. D'D

2000 P. H. 15

12-10-00

D'D Position Admin. 1/2

Interim for NE

9/1/00



Hansen No. 1, Dist. I A - out 1st

Annie Arnold, C. 1st MD

Suzanne P. Verbi

12-10-63

MD An. 2nd - 2. 1st in distribution, SWI

3rd 1st, 2nd, 3rd VIV

10 of 10