

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: Salisbury-Ocean City: Wicomico Regional Airport Survey District Inventory Number: WI-541

Address: 5485 Terminal Road City: Salisbury Zip Code: 21804

County: Wicomico USGS Topographic Map: Salisbury, MD

Owner: Henson Aviation, Inc. (Lessee)

Tax Parcel Number: 16 Tax Map Number: 49 Tax Account ID Number: 2308017654

Improvements, Salisbury-Ocean City: Wicomico
Project: Regional Airport, Wicomico County, MD Agency: Federal Aviation Administration

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

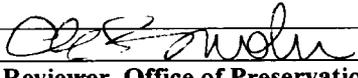
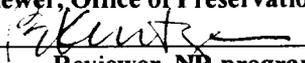
Is the property located within a historic district? no yes Name of district: _____

Is district listed? no yes Determined eligible? no yes District Inventory Number: _____

Documentation on the property/district is presented in: Bamann et al. (2000) Phase I Cultural Resources Survey, Salisbury-Ocean City: Wicomico Regional Airport. Coastal Carolina Research.

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

World War II brought an airport to Wicomico County (Corddy 1967). This airport, which is now the Salisbury-Ocean City: Wicomico Regional Airport, consists of a terminal building erected in 1990, a number of steel hangars (one built in 1950, but most built between 1965 and 1985), and an administrative building erected in 1948-1949. In 1940, the City of Salisbury and Wicomico County, under joint agreement with the Federal Works Progress Administration and the Civil Aeronautics Administration, began the airport construction (Robert L. Bryant, personal communication 2000). The construction program was administered under the DLAND program (Department of Landing Areas for National Defense). DLAND airports were built up and down the eastern coast of the United States, and each one followed a standard runway plan. The airports served as staging points for Naval Aviation bombers that were to be assigned to aircraft carriers in Norfolk, Virginia. The DLAND airports were not built as permanent air bases—they did not have barracks or flight training, and they were intended for use during the war only. The Civil Aeronautics Administration used the standard design of three runways, five thousand feet in length, in the construction of the Salisbury airport (Robert L. Bryant, personal communication 2000). The dedication of the airport took place on November 11, 1943. In May of the following year, the city and county leased the airport to the Navy for the rest of the war and for six months after its conclusion. The name of the new Navy field was the Salisbury Naval Auxiliary Air Station. After the war (1946), the Navy returned the airport to Salisbury and Wicomico County and the name of the airport became the Salisbury-Wicomico County Regional Airport (Truitt 1982) and eventually the Salisbury-Ocean City: Wicomico Regional Airport.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
	<u>1/20/2001</u> Date
	<u>2/7/01</u> Date

Jmg

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

Two of the airport buildings, an administration building and a hangar (WI-541), are older than 50 years. Named for a local United States congressman, the airport's David J. Ward Administration Building was designed by Thomas B. Bourne Associates of Washington, D.C. and built by M&T Construction Co. The building was built between 1948 and 1949 at a cost of \$135,000 (Robert L. Bryant, personal communication 2000). As built, it contained a passenger lounge, a restaurant, and office space (Airport File 1949) It is a two-story, variegated brick building on a concrete foundation. One-story wings extend from both sides, as well as from the back of the building. Flat roofs cover all sections of the building. The roof of the central section houses the utilities and other electrical equipment. The central section's facade is divided in half vertically—half concrete, half plate glass. The windows of the three-bay, north wing have been bricked in. The two-bay, south wing has paired, plate glass windows. Both north and south wings have five string courses at the window level.

Early photographs show that the Ward building has been greatly altered over the years (Airport File 1949). Though the side wings are original, both have been enlarged, and the rear t-shaped section is a later addition. The front facade has changed significantly—in shape, materials, and fenestration. The front of the central section has been built out approximately two feet, hiding the original brick and glass block facade. Originally, the windows of the wings were divided into four lights by muntins that continued the horizontal lines of the string courses to form a unified decorative feature. The building has also been greatly altered by the removal of the original traffic control tower, which sat on top of the roof of the central section. The current traffic control tower was built in May 1999. Today, the Ward building is being rented to the ThermoLyte Corporation and houses their start-up offices (Robert L. Bryant, personal communication 2000). The current airport administration is housed in the new terminal building.

A red, steel and wood hangar built in 1950 stands south of the runway, off Fooks Road. The hangar is a long, gabled building with sides made of corrugated metal and ends of vertical wooden boards. It has a standing seam metal roof. It is currently used as a maintenance facility, and is in poor condition.

The David J. Ward Administration Building and the 1950 hangar (WI-541) do not appear to be eligible for the NRHP under Criterion C because of significant alterations. Additions have nearly doubled the size of the Ward building, and the original traffic control tower has been removed. The original building facade in the central section has been hidden behind new construction, and the windows of the wings have been bricked in or replaced. The function of the building has also changed, due to the removal of the traffic control tower and the construction of a new terminal in 1990. The 1950 hangar is in poor condition and no longer serves its original function.

While the airport was built partially in response to events of World War II, no vestiges of its wartime use or appearance remain, and the buildings do not appear eligible for the NRHP under Criterion A. Neither structure appears eligible for the NRHP under Criteria B or D since there is no known association with important individuals and since there appears to be little potential for additional historical information. Furthermore, the 1950 hangar and the David J. Ward Administration Building are not visible at the same time, and therefore are not visually associated.

Prepared by: Coastal Carolina Research, Inc.

Date Prepared: 1/8/01

CAPSULE SUMMARY**Salisbury-Ocean City: Wicomico Regional Airport** Survey District**5485 Terminal Road****Salisbury, MD 21804****ca. 1948-49****Access: private****Description**

This airport, which is now the Salisbury-Ocean City: Wicomico Regional Airport, consists of a terminal building erected in 1990, a number of steel hangars (one built in 1950, but most built between 1965 and 1985), and an administrative building erected in 1948-1949. The administration building and a hangar (WI-541), are older than 50 years. Named for a local United States congressman, the airport's David J. Ward Administration Building was designed by Thomas B. Bourne Associates of Washington, D.C. and built by M&T Construction Co. The building was built between 1948 and 1949 at a cost of \$135, 000 (Robert L. Bryant, personal communication 2000). It is a two-story, variegated brick building on a concrete foundation. One-story wings extend from both sides, as well as from the back of the building. Flat roofs cover all sections of the building. The roof of the central section houses the utilities and other electrical equipment. The central section's facade is divided in half vertically—half concrete, half plate glass. The windows of the three-bay, north wing have been bricked in. The two-bay, south wing has paired, plate glass windows. Both north and south wings have five string courses at the window level. Early photographs show that the Ward building has been greatly altered over the years (Airport File 1949). Though the side wings are original, both have been enlarged, and the rear t-shaped section is a later addition. The front facade has changed significantly—in shape, materials, and fenestration. The

building has also been greatly altered by the removal of the original traffic control tower, which sat on top of the roof of the central section.

A red, steel and wood hangar built in 1950 stands south of the runway, off Fooks Road. The hangar is a long, gabled building with sides made of corrugated metal and ends of vertical wooden boards. It has a standing seam metal roof. It is currently used as a maintenance facility, and is in poor condition.

Significance Statement

The David J. Ward Administration Building and the 1950 hangar (WI-541) do not appear to be eligible for the NRHP under Criterion C because of significant alterations. Additions have nearly doubled the size of the Ward building, and the original traffic control tower has been removed. The original building facade in the central section has been hidden behind new construction, and the windows of the wings have been bricked in or replaced. The function of the building has also changed, due to the removal of the traffic control tower and the construction of a new terminal in 1990. The 1950 hangar is in poor condition and no longer serves its original function.

While the airport was built partially in response to events of World War II, no vestiges of its wartime use or appearance remain, and the buildings do not appear eligible for the NRHP under Criterion A. Neither structure appears eligible for the NRHP under Criteria B or D since there is no known association with important individuals and since there appears to be little potential for additional historical information. Furthermore, the 1950 hangar and the David J. Ward Administration Building are not visible at the same time, and therefore are not visually associated.

History of the Resource in Its Context

World War II brought an airport to Wicomico County (Corddry 1967). In 1940, the City of Salisbury and Wicomico County, under joint agreement with the Federal Works Progress Administration and the Civil Aeronautics Administration, began the airport construction (Robert L. Bryant, personal communication 2000). The construction program was administered under the DLAND program (Department of Landing Areas for National Defense). DLAND airports were built up and down the eastern coast of the United States, and each one followed a standard runway plan. The airports served as staging points for Naval Aviation bombers that were to be assigned to aircraft carriers in Norfolk, Virginia. The DLAND airports were not built as permanent air bases—they did not have barracks or flight training, and they were intended for use during the war only. The Civil Aeronautics Administration used the standard design of three runways, five thousand feet in length, in the construction of the Salisbury airport (Robert L. Bryant, personal communication 2000). The dedication of the airport took place on November 11, 1943. In May of the following year, the city and county leased the airport to the Navy for the rest of the war and for six months after its conclusion. The name of the new Navy field was the Salisbury Naval Auxiliary Air Station. After the war (1946), the Navy returned the airport to Salisbury and Wicomico County and the name of the airport became the Salisbury-Wicomico County Regional Airport (Truitt 1982) and eventually the Salisbury-Ocean City: Wicomico Regional Airport.

References Cited

Airport File 1949 Unreferenced news clippings on file with Salisbury-Ocean City:Wicomico Regional Airport, Salisbury, Maryland.

Bryant, R. L. 2000 Personal interview conducted by Loretta Lautzenheiser, August 3, 2000.

Corddry, M. U. 1967 Wicomico in Motion on Land and Sea and in the Air. In *What's Past Is Prologue: A History of Wicomico County, Maryland*, edited by J. W. Bailey, p. 69-82. Wicomico County Centennial, Salisbury, Maryland.

Truitt, C. J. 1982 *Historic Salisbury Updated: 1662-1982*. Historical Books, Salisbury, Maryland.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI-541

1. Name of Property (indicate preferred name)

historic Salisbury-Ocean City: Wicomico Regional Airport Survey District

other _____

2. Location

street and number 5485 Terminal Road ___ not for publication

city, town Salisbury ___ vicinity

county Wicomico

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

name Henson Aviation, Inc. (Lessee)

street and number 5395 Airport Road telephone 410-548-4827

city, town Salisbury state MD zip code 21804

4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse tax map and parcel

city, town Salisbury liber 1066/1044 folio 278-224

5. Primary Location of Additional Data

- _____ Contributing Resource in National Register District
- _____ Contributing Resource in Local Historic District
- _____ Determined Eligible for the National Register/Maryland Register
- _____ Determined Ineligible for the National Register/Maryland Register
- _____ Recorded by HABS/HAER
- _____ Historic Structure Report or Research Report at MHT
- _____ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
_____ district	_____ public	_____ agriculture	_____ landscape	Contributing	Noncontributing
<u>X</u> building(s)	<u>X</u> private	_____ commerce/trade	_____ recreation/culture	<u>2</u>	<u>20+</u> buildings
_____ structure	_____ both	_____ defense	_____ religion	_____	_____ sites
_____ site		_____ domestic	_____ social	_____	_____ structures
_____ object		_____ education	<u>X</u> transportation	_____	_____ objects
		_____ funerary	_____ work in progress	<u>2</u>	<u>20+</u> Total
		_____ government	_____ unknown		
		_____ health care	_____ vacant/not in use		
		_____ industry	_____ other:		

Number of Contributing Resources previously listed in the Inventory

7. Description

Inventory No. W1-541

Condition

excellent deteriorated
 good ruins
 fair altered

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

World War II brought an airport to Wicomico County (Corddry 1967). This airport, which is now the Salisbury-Ocean City: Wicomico Regional Airport, consists of a terminal building erected in 1990, a number of steel hangars (one built in 1950, but most built between 1965 and 1985), and an administrative building erected in 1948-1949. In 1940, the City of Salisbury and Wicomico County, under joint agreement with the Federal Works Progress Administration and the Civil Aeronautics Administration, began the airport construction (Robert L. Bryant, personal communication 2000). The construction program was administered under the DLAND program (Department of Landing Areas for National Defense). DLAND airports were built up and down the eastern coast of the United States, and each one followed a standard runway plan. The airports served as staging points for Naval Aviation bombers that were to be assigned to aircraft carriers in Norfolk, Virginia. The DLAND airports were not built as permanent air bases—they did not have barracks or flight training, and they were intended for use during the war only. The Civil Aeronautics Administration used the standard design of three runways, five thousand feet in length, in the construction of the Salisbury airport (Robert L. Bryant, personal communication 2000). The dedication of the airport took place on November 11, 1943. In May of the following year, the city and county leased the airport to the Navy for the rest of the war and for six months after its conclusion. The name of the new Navy field was the Salisbury Naval Auxiliary Air Station. After the war (1946), the Navy returned the airport to Salisbury and Wicomico County and the name of the airport became the Salisbury-Wicomico County Regional Airport (Truitt 1982) and eventually the Salisbury-Ocean City: Wicomico Regional Airport.

Two of the airport buildings, an administration building and a hangar (W1-541), are older than 50 years. Named for a local United States congressman, the airport's David J. Ward Administration Building was designed by Thomas B. Bourne Associates of Washington, D.C. and built by M&T Construction Co. The building was built between 1948 and 1949 at a cost of \$135,000 (Robert L. Bryant, personal communication 2000). As built, it contained a passenger lounge, a restaurant, and office space (Airport File 1949). It is a two-story, variegated brick building on a concrete foundation. One-story wings extend from both sides, as well as from the back of the building. Flat roofs cover all sections of the building. The roof of the central section houses the utilities and other electrical equipment. The central section's facade is divided in half vertically—half concrete, half plate glass. The windows of the three-bay, north wing have been bricked in. The two-bay, south wing has paired, plate glass windows. Both north and south wings have five string courses at the window level.

Early photographs show that the Ward building has been greatly altered over the years (Airport File 1949). Though the side wings are original, both have been enlarged, and the rear t-shaped section is a later addition. The front facade has changed significantly—in shape, materials, and fenestration. The front of the central section has been built out approximately two feet, hiding the original brick and glass block facade. Originally, the windows of the wings were divided into four lights by muntins that continued the horizontal lines of the string courses to form a unified decorative feature. The building has also been greatly altered by the removal of the original traffic control tower, which sat on top of the roof of the central section. The current traffic control tower was built in May 1999. Today, the Ward building is being rented to the ThermoLyte Corporation and houses their start-up offices (Robert L. Bryant, personal communication 2000). The current airport administration is housed in the new terminal building.

A red, steel and wood hangar built in 1950 stands south of the runway, off Fooks Road. The hangar is a long, gabled building with sides made of corrugated metal and ends of vertical wooden boards. It has a standing seam metal roof. It is currently used as a maintenance facility, and is in poor condition.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No.

Name
Continuation Sheet

Number 8 Page 1

8. Significance

Inventory No. WI-541

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:

Specific dates

Architect/Builder

Thomas B. Bourne Associates, architects
M&T Construction Co., contractor
(David J. Ward Building)

Construction dates 1948-1949, circa 1959 (David J. Ward Building)

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The David J. Ward Administration Building and the 1950 hangar (WI-541) do not appear to be eligible for the NRHP under Criterion C because of significant alterations. Additions have nearly doubled the size of the Ward building, and the original traffic control tower has been removed. The original building facade in the central section has been hidden behind new construction, and the windows of the wings have been bricked in or replaced. The function of the building has also changed, due to the removal of the traffic control tower and the construction of a new terminal in 1990. The 1950 hangar is in poor condition and no longer serves its original function.

While the airport was built partially in response to events of World War II, no vestiges of its wartime use or appearance remain, and the buildings do not appear eligible for the NRHP under Criterion A. Neither structure appears eligible for the NRHP under Criteria B or D since there is no known association with important individuals and since there appears to be little potential for additional historical information. Furthermore, the 1950 hangar and the David J. Ward Administration Building are not visible at the same time, and therefore are not visually associated.

9. Major Bibliographical References

Inventory No. WI-541

Airport File 1949 Unreferenced news clippings on file with Salisbury-Ocean City-Wicomico Regional Airport, Salisbury, Maryland.

Bryant, R. L. 2000 Personal interview conducted by Loretta Lautzenheiser, August 3, 2000.

Corddry, M. U. 1967 Wicomico in Motion on Land and Sea and in the Air. In *What's Past Is Prologue: A History of Wicomico County, Maryland*, edited by J. W. Bailey, p. 69-82. Wicomico County Centennial, Salisbury, Maryland.

Millbrooke, A. 1998 Guidelines for Evaluating and Documenting Historic Aviation Properties. *National Register Bulletin 34*, U.S. Department of the Interior, National Park Service.

Truitt, C. J. 1982 *Historic Salisbury Updated: 1662-1982*. Historical Books, Salisbury, Maryland.

10. Geographical Data

Acreage of surveyed property 1366 acres (548 ha)
Acreage of historical setting 1000 acres (400 ha)
Quadrangle name Salisbury

Quadrangle scale: 7.5 Minute

Verbal boundary description and justification

The survey involved all of the current airport property plus an additional 366 acres for airport expansion (including consideration of areas within the 65 DNL noise contour). The historical acreage for the airport includes all of the current airport property. This appears to represent the historical boundary of the property, as shown on the 1942 USGS 7.5 minute Salisbury quadrangle. This historical property lies between Airport Road, Fooks School Road, Walston Switch Road, and Twilleys Bridge Road (see attached map).

11. Form Prepared by

name/title Jody Jones and N. Carolyn McCollum

organization Coastal Carolina Research, Inc.

date 8/14/00

street & number 532 Grove Avenue

telephone (804) 957-9616

city or town Petersburg

state VA

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. WI-541

Name
Continuation Sheet

Number 9 Page 1

The Maryland Inventory of Historic Properties 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.

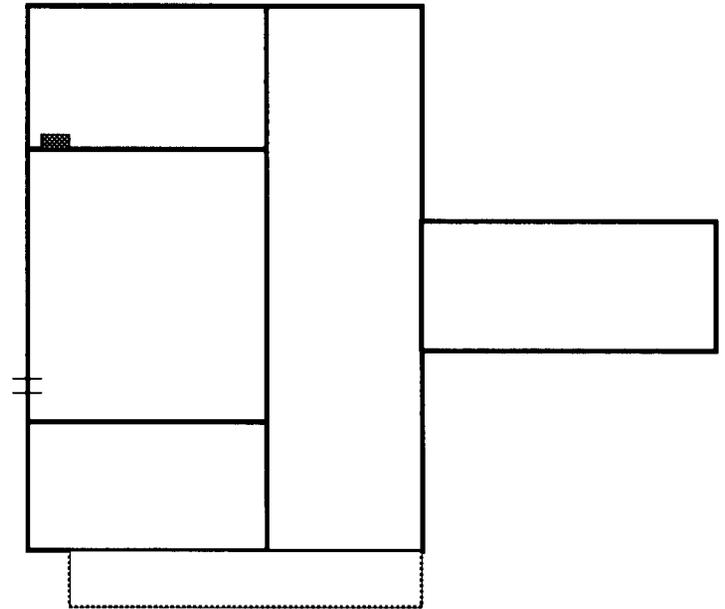
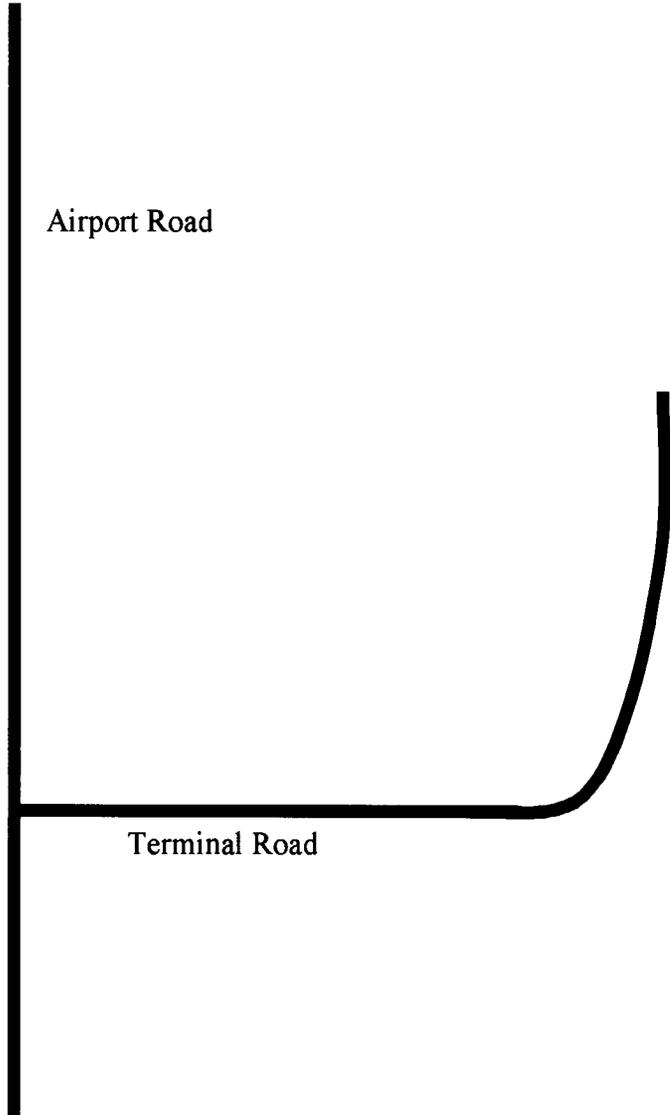
return to: Maryland Historical Trust
 DHCD/DHCP
 100 Community Place
 Crownsville, MD 21032-2023
 410-514-7600



WI-541 David J. Ward Administration Building, Salisbury-Wicomico County Regional Airport, Salisbury, Maryland. Front façade as originally built, 1948-1949. (Not drawn to scale)

Resource Sketch Map

WI 541
Ward Building
Salisbury
Wicomico County
Map Not To Scale

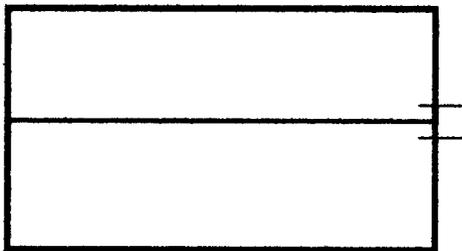


Resource Sketch Map

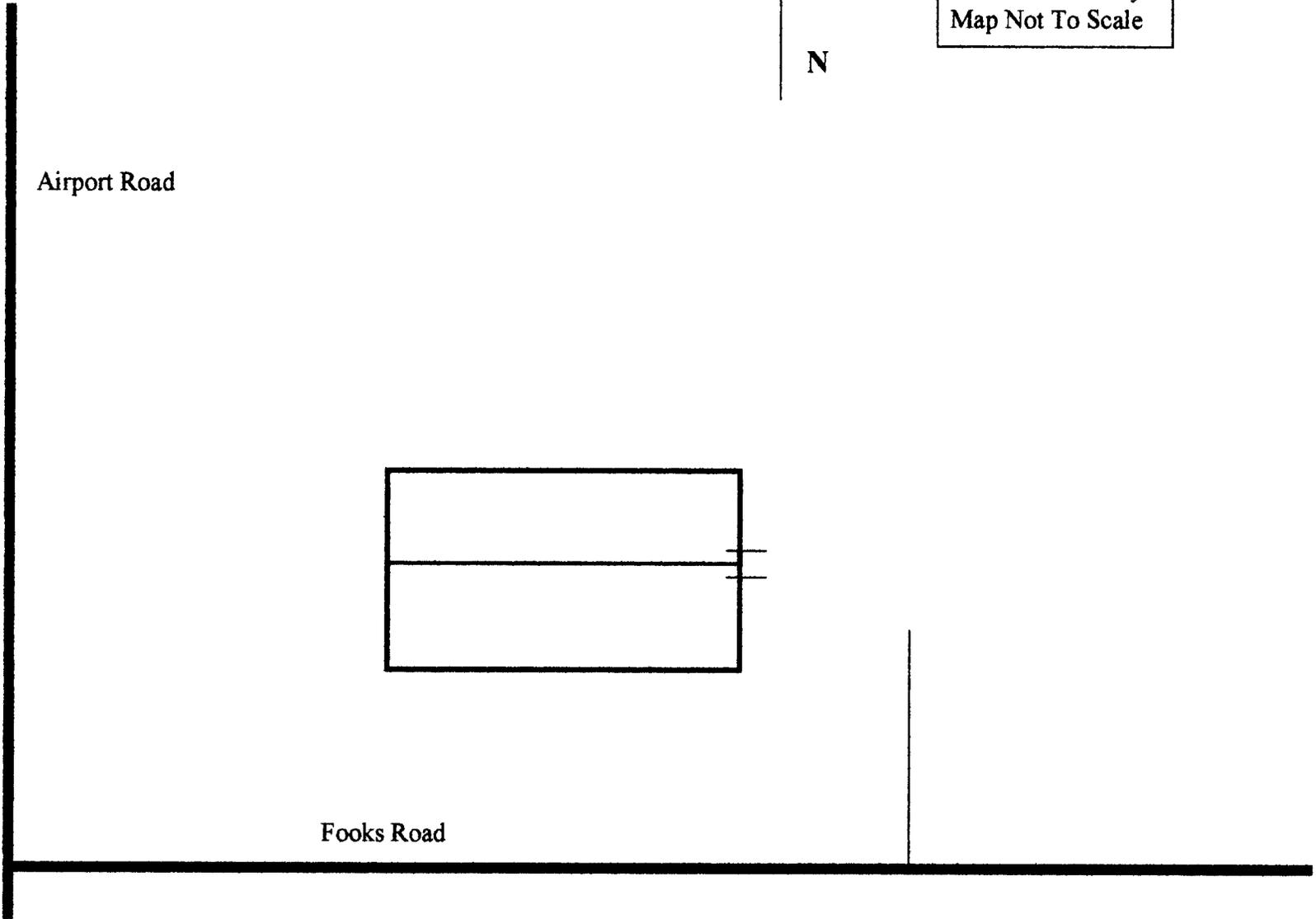
WI 541
Hangar
Salisbury
Wicomico County
Map Not To Scale

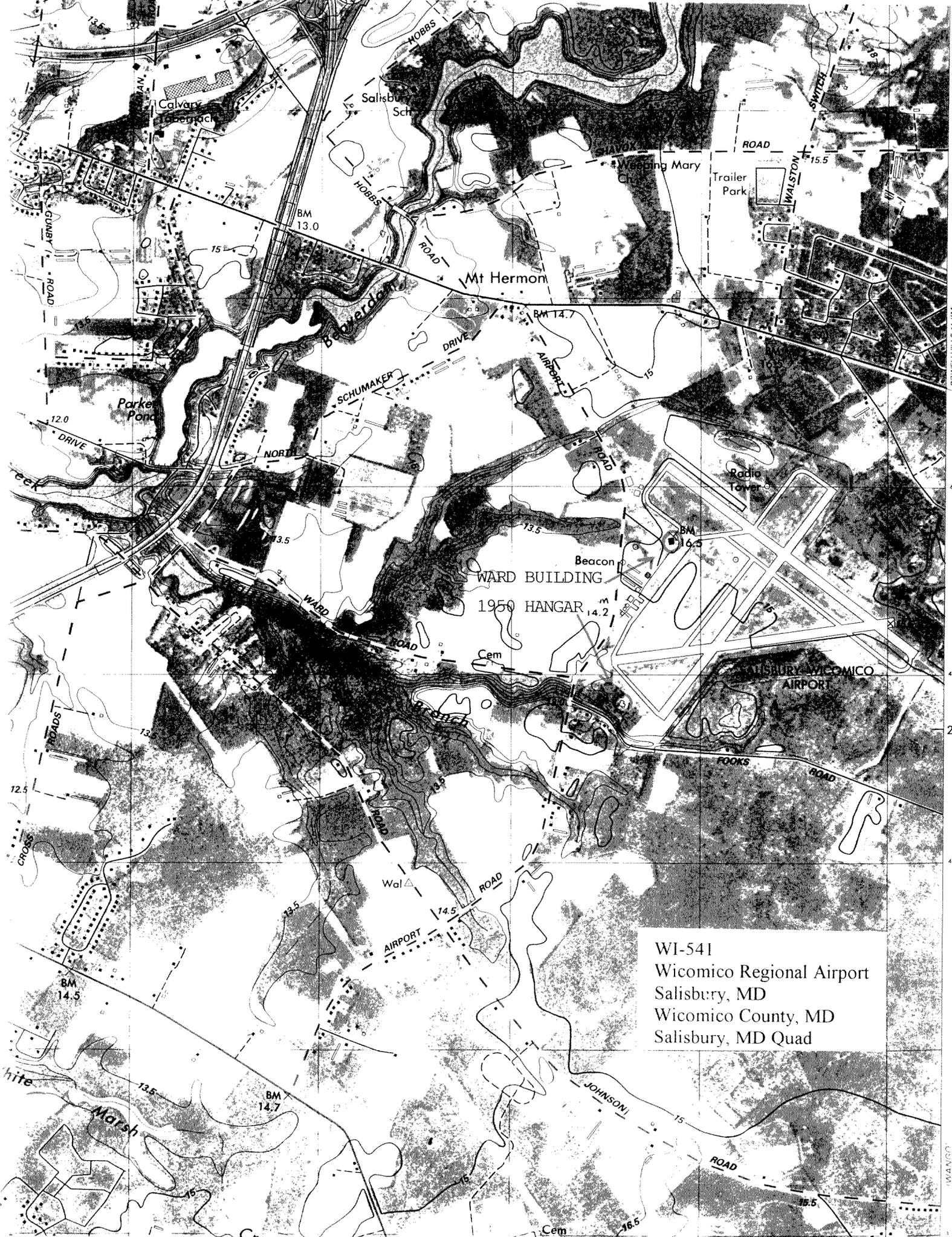


Airport Road



Fooks Road





WI-541
 Wicomico Regional Airport
 Salisbury, MD
 Wicomico County, MD
 Salisbury, MD Quad

POWELLVILLE 11 KM

WAVING



Figure 1: Location of Salisbury-Ocean City Airport Project Area on the USGS 7.5-Minute Salisbury, MD and Wango Quadrangles.



Current Airport Property

WI-541

WI-541



MAINTENANCE
FACILITY

STOP

SECURITY AREA
AUTHORIZED
PERSONNEL ONLY
EXCISE TOWN

BEWARE
of DOG

WJ-541

Salisbury-Wicomico County Regional Airport Survey District

Wicomico County, Maryland

Photographer: J Jones

Date of photo: January 5, 2000

Location of negative: MD 51170

Maintenance Facility, angled view



WI-541

Salisbury-Wicomico County Regional Airport Survey District

Wicomico County, Maryland

Photographer: J Jones

Date of photo: January 5, 2000

Location of negative: MID SHPO

Ward Building, front view

2/2