

HISTORIC RESOURCES ELIGIBILITY SURVEY
WALLOPS FLIGHT FACILITY
ACCOMACK COUNTY, VIRGINIA



FINAL REPORT

August 2011

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HISTORIC RESOURCES ELIGIBILITY SURVEY
WALLOPS FLIGHT FACILITY
ACCOMACK COUNTY, VIRGINIA

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ABSTRACT

Under contract to the National Aeronautics and Space Administration (NASA) Goddard Space Flight Center, TEC Inc. conducted a Phase I reconnaissance-level architectural survey of early Cold War-era buildings and structures at Wallops Flight Facility (WFF), Wallops Island, Virginia. This survey is a continuation of NASA's phased program of identifying, evaluating, and protecting cultural resources at WFF. The survey built upon work undertaken in 2004 that recorded resources built before 1956.

WFF is located in Accomack County, on the Delmarva Peninsula. It is divided into three distinct areas, Wallops Main Base, Wallops Mainland, and Wallops Island. During World War II, the Main Base was home to the Chincoteague Naval Auxiliary Air Station (CNAAS). CNAAS developed the base and constructed three runways and numerous buildings. Following World War II, a Naval Air Ordnance Test Station joined CNAAS on the Main Base and used the north end of Wallops Island for ordnance testing. The National Advisory Committee for Aeronautics (NACA) leased land on the south end of the island and conducted pilotless aircraft testing there. NACA was a precursor to NASA, which was created with the signing of the Space Act in 1958. In 1959, CNAAS closed and NASA acquired the land and facilities on the Main Base and north half of Wallops Island from the United States (U.S.) Navy. NASA also purchased land on the Mainland to add to the facility. NASA performed testing at Wallops on a multitude of programs ranging from missile development to weather research. Initial tests on the design of the Mercury Capsule were conducted at the facility in the late 1950s.

The survey was completed in three stages. First, archival research was conducted to create a historic context of the facility; second, a field survey was completed to gather information on the architectural design, construction, and integrity of the resources; and third, archival research and field survey information were analyzed to determine the eligibility of each resource for inclusion in the National Register of Historic Places (NRHP), both individually and as a historic district. All buildings and structures were documented in accordance with the Virginia Department of Historic Resource's (VDHR) standards and guidelines and evaluated to determine potential significance in accordance with the National Register Criteria for Evaluation (36 Code of Federal Regulations Part 60.4).

The survey documented a total of 76 facilities at WFF dating between 1956 and 1965. The survey did not identify any National Register-eligible districts. The surveyed resources are recommended not individually eligible for inclusion in the National Register because each lacks significance and/or integrity.

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ACRONYMS

AFRS	Auxiliary Flight Research Station
AN/FPQ	Army/Navy Fixed Radar-Q seems to stand for special
AN/FPS	Army/Navy Fixed Radar Surveillance
ASR	Airport Surveillance Radar
CAP	Civilian Air Patrol
CNAAS	Chincoteague Naval Auxiliary Air Station
DOD	Department of Defense
DSS	Data Sharing System
EIFS	Exterior Insulation Finishing System
ft	feet
HVAC	Heating, Ventilation, & Air Conditioning
MIT	Massachusetts Institute of Technology
NACA	National Advisory Committee for Aeronautics
NAOTS	Naval Air Ordnance Test Station
NASA	National Aeronautics and Space Administration
NRHP	National Register of Historic Places
PARS	Pilotless Aircraft Research Station
POMB	Plant Operations and Maintenance Branch
SCOUT	Solid Controlled Orbital Test System
sq	square
TIROS	Television Infra-Red Observation Satellite
U.S.	United States
VDHR	Virginia Department of Historic Resources
WFF	Wallops Flight Facility

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1.0 INTRODUCTION

Under contract to NASA Goddard Space Flight Center, TEC Inc. conducted a reconnaissance-level architectural survey of early Cold War-era buildings and structures at WFF, Wallops Island, Virginia. The survey documented a total of 76 facilities dating between 1956 and 1965.

This report presents the results of the survey, which was conducted to evaluate the resources for their eligibility for inclusion in the NRHP. Accordingly, the project included developing a historic context of the missions and activities of the agencies that occupied this installation. They include the U.S. Navy, which established a naval airfield on Wallops Neck and Wallops Island during World War II, NACA, which operated a rocket test station on Wallops Island, and NASA, which took over the NACA property and accepted the transfer from the U.S. Navy of its air station in 1959. The historic context concentrates on the early Cold War period to correlate with the subject properties of the survey.

1.1 Project Location

WFF is located in northeastern Accomack County on the Delmarva Peninsula. The facility is comprised of three separate land masses: the Main Base, Wallops Mainland, and Wallops Island (Figure 1). These three parcels together encompass 6,500 acres. The Main Base comprises 1,800 acres. Main Base facilities include offices, laboratories, maintenance and service facilities, a NASA-owned airport, air traffic control facilities, hangars, runways, and aircraft maintenance and ground support buildings. In addition, there are water and sewage treatment plants, rocket motor storage magazines, U.S. Navy administration and housing as well as U.S. Coast Guard housing, and other miscellaneous structures. No Navy or Coast Guard properties were included in this survey.

Wallops Mainland consists of 100 acres with long-range radar, communications, and optical tracking installations. Wallops Island comprises 4,600 acres, most of which is marshland, and includes launch and testing facilities, blockhouses, rocket storage buildings, assembly shops, dynamic balancing facilities, tracking facilities, U.S. Navy facilities, and other related support structures.

1.2 Project Purpose

NASA sponsored this architectural survey to meet its obligations under Section 110 of the National Historic Preservation Act of 1966, as amended, which mandates federal agencies the responsibility to protect, preserve, and use historic properties under its possession or control to the maximum extent feasible. The purpose of this survey is to identify, document, and evaluate the significance of early Cold War-era architectural resources at WFF for listing on the NRHP. The results of this survey will be used for future planning projects at WFF. This survey does not address archaeological resources.



Figure 1. Wallops Flight Facility Location Map

Scope of Work

The Scope of Work provided by NASA for this survey specified documenting buildings and structures at WFF built between 1956 and 1965 at the reconnaissance level. Using its real property records, WFF provided a working list of the resources to include in the survey. The tasks involved in completing the survey were developed by NASA in consultation with VDHR. They included:

- Documentation of each resource on the list using a VDHR Reconnaissance Inventory Form, including the requisite photographs, site plan, and location map;
- Preparation of an intensive-level historic context;
- Evaluation of each resource individually and as part of a possible historic district;
- Preparation of a technical report that provides the research design, historic context, survey results, and NRHP evaluations; and
- Update the Data Sharing System (DSS) record on WFF (VDHR ID #001-0027) and create tertiary records for the architectural resources included in this survey.

The survey was performed in accordance with the professional standards set forth in the *Archeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines* (48 Federal Register 44742) and with VDHR's *Guidelines for Conducting Cultural Resource Survey in Virginia* (2003).

The survey was completed in two stages. Two buildings dating to 1961, Z-20 and Z-25, were surveyed and evaluated in November 2010 because they were scheduled for demolition in the near future. A separate report was completed on the results of the survey of these two buildings (TEC Inc. 2011). The remaining 74 buildings and structures dating between 1956 and 1965 were surveyed in January 2011. This report presents the detailed results of the survey and evaluation of these 74 resources plus summary descriptions and evaluations of Z-20 and Z-25.

Architectural historian Lori Thursby served as the Principal Investigator for the survey, and Chareé Hoffman was the Project Manager. Historian Jennifer Bryant conducted the field survey of buildings Z-20 and Z-25, and Ms. Thursby conducted the field survey of the other resources on January 3–7, 2011. Junior planner Sarah Murray assisted Ms. Thursby with the project research, which was conducted in January and February 2011. Ms. Thursby and architectural historian Kimberly Martin wrote the report. Ms. Martin also organized and compiled the DSS forms, photographs, and maps; the latter were produced by Paul Rittenhouse and Meredith Sherrill. The qualifications of the TEC historians and architectural historians are presented in Appendix A.

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2.0 HISTORIC CONTENT

2.1 Wallops Island - Early Settlement to Government Use

Settlement began on Wallops Island in 1664, when King Charles II granted John Wallop 1,000 acres on Virginia's Eastern Shore. Wallop was a farmer, sailor, and eventually, Surveyor-General of the Eastern Shore. His original 1,000-acre land grant was decreased by the Crown to 700 acres, but through both purchases and the grant, John Wallop had accumulated a total 2,385 acres by the time of his death in 1693 (DeVincent-Hayes and Bennett 2001).

John Wallops used the barrier islands of his property to raise cattle and pigs. As was common in those days, barrier islands that were removed from active, settled portions of the peninsula were used for grazing. Wallops' remaining land was used to grow tobacco and corn and to harvest lumber (URS 2006). Wallops exported these goods to the West Indies, increasing his wealth. Just prior to his death in 1693, John Wallops divided his land among his two children; the land amassed by John Wallops remained in the Wallops family into end of the nineteenth century (DeVincent-Hayes and Bennett 2001).

In 1889, a 2,000 acre tract of land on Wallops Island was purchased by Wesley K. Woodbury for a hunting club named the Wallops Island Association (URS 2006). The island became a summer playground where wealthy families from Pennsylvania, Delaware, and West Virginia could hunt, fish, swim, and play on the beach. Between 1889 and 1933, the Association built a clubhouse, cottage, attendant cottages, and several secondary buildings on the property. Many of these buildings were damaged in the Chesapeake-Potomac Hurricane, which hit Wallops Island on August 23, 1933. During the Hurricane, members of Wallops Island Association hid in the woods to avoid harm. This was done under the direction of the U.S. Coast Guard (URS Group and EG&G Technical Services [hereafter URS and EG&G] 2004). Also in 1933, the Wallops Island Association became the Wallops Island Club. The Club remained on Wallops Island until 1947, when, after some dispute, the Club sold its property to NACA (URS and EG&G 2004).

2.1.1 The Coast Guard's Presence on the Island

The Federal Government's presence on the island can be traced back to 1883, when a life-saving station was constructed on Wallops Island. After several disasters on the Atlantic Ocean in the early nineteenth century, a need was identified for the aid and protection of sailors. As a response to that need, lifesaving stations were constructed along the East Coast of the U.S. These stations were run autonomously with little regulation or oversight. In 1871, Sumner Increase Kimball convinced Congress to supply \$200,000 for the construction of new stations and equipment with the stipulation that performance standards be developed for crew members (URS and EG&G 2004). By 1878, all life-saving stations were centralized under the Life-Saving Service.

The Wallops Beach Station was one of four stations built in Virginia after the creation of the Life-Saving Service and was intended to add support to the six existing stations in the state. The station on Wallops Island represented a shift in the architectural style of life-saving stations. The first life-saving stations

were 42 by 18 feet utilitarian buildings; by the 1880s, life-saving stations were built in period architectural styles and designed by architects. The station at Wallops Island was described as a mixture of the Gothic Revival and Stick styles (URS and EG&G 2004). The Life-Saving Service operated only until 1915, when it, along with the Cutter Revenue Service and the Steam Boat Inspection Service, were merged to create the U.S. Coast Guard (URS and EG&G 2004). Congress decided to merge these three agencies into one body, both because their duties overlapped to some degree and Congress wanted one agency that could aid and protect sailors and vessels while also enforcing the U.S.' maritime laws. Life-saving stations were now the property of the U.S. Coast Guard, marking the beginning of the military presence on Wallops Island. The Wallops Island Coast Guard Station served as a support station to the main Coast Guard Station on Chincoteague Island (URS and EG&G 2004). Essentially, the Wallops Island station functioned as it had from its construction in 1883 as a life-saving station. The station was manned by eight surf men that launched rescue boats from the beach to the water. The station was unfortunately destroyed in the Chesapeake-Potomac Hurricane of 1933.

The U.S. Coast Guard immediately began plans to build a new facility. In the process of building a new facility, the U.S. Coast Guard conveyed the original site, except a 50 ft beach access, to the Wallops Island Club, in exchange for a 3.22 acre tract farther inland. The inland location also marked a departure from the "open surf" boat launch. At the new station, rescue boats reached the ocean through an inlet to the rear of the island (URS and EG&G 2004). The new station, completed in 1936, remained within the U.S. Coast Guard until 1947, when it was decommissioned. The station was later used by the U.S. Navy and NASA.

2.1.2 Naval Presence on the Island: Establishment of Chincoteague Naval Auxiliary Air Station

Following the attack on Pearl Harbor on December 7, 1941, and the entry of the U.S. into World War II, there was a massive buildup of the U.S. military. The Navy purchased 2,230 acres on Wallops Neck and Island in 1942, from local farmers Jetter Savage and William H. Hickman, for the purpose of creating the Chincoteague Naval Auxiliary Air Station (CNAAS). CNAAS was one of five auxiliary airfields created under the Norfolk Naval Station during World War II. CNAAS was officially commissioned in March 1943 (URS and EG&G 2004).

Development began with demolition of the farmsteads in the area. Following demolition, temporary buildings were constructed on the base by the Virginia Engineering Company of Newport News, Virginia. The company was a major contractor for the Federal Government and was also utilized on the Norfolk Naval Station. By 1944, there were 74 structures listed on the base and at least 60 buildings not listed, including Quonset and Victory huts (URS and EG&G 2004). The base had 62,000 square feet (sq ft) of enlisted quarters, 42,000 sq ft of officer's quarters, a 10,388 sq ft squadron office, and a 20,024 sq ft instruction building. There were no schools and no chapel. By 1945, the main cluster of buildings was located around the present day intersection of Stubbs Boulevard and Fulton Street (URS and EG&G 2004).

CNAAS utilized three hangars in the World War II period: two small hangars that are no longer extant and a larger hanger (D-001; VDHR ID #001-0027-0011). The three runways on the base today were constructed in this period. Runways 10-28 and 17-35 remain much the same as constructed. Runway 4-22 was lengthened from 5,100 ft to 8,750 ft. The original control tower was moved from this area and later demolished. The present control tower was constructed in 1957.

The initial mission of CNAAS was to provide aircraft carrier squadron training. Training included torpedo and composite operations. CNAAS's mission changed in 1943 with the introduction of patrol bomber operations training. Known as PB4Y Privateers, these patrol bombers were trained to use B-24D Liberator aircraft to patrol the Pacific Ocean. B-24D Liberators were used in every theater of the war (URS and EG&G 2004).

CNAAS was also briefly used for operations training of the Civilian Air Patrol (CAP). CAP was created to address civilian concerns about submarine activity in the Atlantic Ocean. After several tankers and freighters were attacked by submarines, in 1941, a group of civilians came together, providing their own planes and equipment, to patrol the ocean for enemy submarines. CAP was mainly a patrolling organization, but did receive bombs and depth charges after an enemy submarine off the coast of Cape Canaveral, Florida, escaped before the military could respond. CAP used CNAAS from January to March 1943 (URS and EG&G 2004).

2.2 The New Dominion (1945 – Present)

2.2.1 CNAAS and the Naval Air Ordnance Test Station, 1945–1959

By the end of World War II, German advancements in ballistic missiles and flight speeds prompted the U.S. to focus on improving their technology in these fields. CNAAS expanded their mission from aircraft carrier squadron training to naval aviation ordnance testing (Shortal 1978). In 1946, the Navy began plans to establish the Naval Air Ordnance Test Station (NAOTS). The NAOTS was a research and development facility aimed at arming navy ships and aircraft, fulfilling the needs identified at the end of World War II (URS and EG&G 2004). Before and during the war, missile testing was conducted in California; with the creation of NAOTS, the entire operation was transferred to Wallops Main Base, solidifying the Navy's relationship with the area (URS and EG&G 2004).

NOATS shared the Main Base with CNAAS, conducting research on guided missiles, and used areas on the island for testing of bombs and other weaponry. With all of NAOTS activity, the airspace over the island became known as a four ring circus. At one point, an air squadron flew targets, drones, and banners, another squadron flew targets for new weapon research, and two guided missile training units tested guided air-to-water missiles in the same airspace simultaneously. The Navy utilized its isolated location, performing classified tests for the Operational Development Force, Atlantic. Testing for the Grumman F8F Bearcat, a single engine fighter plane, was carried out at Wallops Island.

The Navy's commitment to Wallops Island was demonstrated not only in the creation of NAOTS, but also in the development of the base. From 1945 to 1953, married and family housing along with a

kindergarten building were built on Wallops Island. An elementary school was also being planned. Temporary structures from the World War II period were also discarded. Of the 74 structures listed in 1944 only 19 remained in 1957; 16 of the 60 ancillary structures were extant at this time. This transformation in building permanence and type expressed the intentions of the Navy to stay at Wallops for a period of time. In 1953, runway 4-22 was extended and by 1957, a new research hangar was constructed (N-159; VDHR #001-0027-0141) along with the telecommunications building (N-162; VDHR #001-0027-0143).

Development of the island reflected the mission of the NAOTS and was mostly temporary in nature. Several aerial bombardment targets were constructed on the island, the most elaborate of which was located on the north-central part of the island. It consisted of a system of ground markers for pilots. Additional targets were constructed on the beach for firings out to sea. Observation towers were constructed along the shoreline for photography and theodolite stations (a survey instrument placed on an elevated shore based vantage point). One tower from this period remains on the north end of the island (V-130; VDHR ID #001-0027-0103).

Unfortunately, Wallops Island began to be passed over for other more desirable locations for ordnance testing. By 1948 and 1949, the Navy began investing in testing ranges in Point Mugu and Point Arguello, California, resulting in a lack of interest in CNAAS/NAOTS (URS and EG&G 2004). By 1949, the Navy began the ground work for the NACA, which had been leasing land on the south side of the island since 1945 for a flight research station, to purchase the island.

In 1951, the base was re-designated a Naval Air Facility with a primarily research based mission more compatible with NAOTS mission. Weapons testing continued into this period. The base was also used to train Ordnance Reserve Officers and hosted gunnery exercises and planning conferences. The Navy retained ownership of the facility until 1959 when it transferred the base to NASA.

2.2.2 The National Advisory Committee for Aeronautics

When the Navy created the NAOTS and expanded the CNAAS base in 1945, another government entity came to Wallops Island: the NACA. NACA was created in 1915, during World War I. With the outbreak of the war, Americans were confronted with their growing deficiencies in aviation. A large gap in capabilities had opened after the Wright Brothers flight in 1903 (Wallace 1997). NACA was created as a rider to a naval approbation bill in March 1915 to address these concerns. The bill provided that five of the twelve seats on the committee would be reserved for military aviation personnel, so while the committee was civilian, it retained close ties with the military. This relationship followed NACA and its successor NASA through the years.

Gathering information and developing new technology in the aviation field required a research facility. Committee members believed that “a modern facility and motivated personnel” would provide them with the tools they needed to compete with Europe (Wallace 1997, 3). Because NACA was granted \$53,580 to build a research laboratory, but no money to purchase property, location on an existing military base was necessary. Hampton, Virginia was suggested as a location for the research laboratory. Its short distance

from Washington and industry in Virginia, coupled with the privacy offered by the location, made the site ideal. In 1920, NACA was assigned a portion of land on a new Army Airfield in Hampton. The laboratory was named for Dr. Samuel Pierpont Langley, Secretary of the Smithsonian Institute and considered at the time to be the father of aviation. Langley's mission was to utilize scientific and methodical investigations to solve problems in aircraft design (Dutton and Taylor 2010).

As time passed and the research center developed, a core group of researchers solidified at Langley. The relationship with the community also solidified with time, providing jobs to the residents of Hampton. The laboratory began to stake out its independence, performing most tests in house, away from the scrutiny of NACA's Washington headquarters.

The onset of World War II increased Langley's role in NACA. Just as European progress in aviation had prompted Congress to create NACA, German achievement in research and development of high speed designs, drove NACA to open two new laboratories to compete with these advancements: the Ames Laboratory was opened in Sunnyvale, California in 1940, serving as a test facility to West Coast aircraft manufactures; and the Lewis Laboratory opened in Cleveland, Ohio to provide data on aircraft engines (Wallace 1997). The new laboratories were planned by and staffed with Langley personnel and reflected Langley's mission of scholarly, autonomous research. Flight speed research and missile development became urgent areas of research during and after World War II. With Ames and Lewis Laboratories still in their infancy, Langley was primarily responsible for these tasks. The discussion about exceeding Mach I speed (the speed of sound), begged the question of aircraft performance at transonic speeds (close to the speed of sound). Wind tunnels, used to test performance, provided inaccurate data. Three new methods were developed to address this problem: designing and flying experimental aircraft, the use of rocket motors to reach these speeds, and dropping instrumented devices from high flying planes (Wallace 1997). The first method was addressed by the creation of the High Speed Flight Station, located next to Edwards Air Force Base in California. Research into the remaining two methods, along with the need for a site amenable to missile testing, set in motion the procurement of land on Wallops Island for the Auxiliary Flight Research Station (AFRS).

2.2.3 The Auxiliary Flight Research Station, 1945–1946

The AFRS (also referred to simply as Wallops) mission of missile and rocket testing required several characteristics in a location. The site needed to be isolated to ensure privacy and security. An extensive range for the launch of missiles and rocket motors and several locations parallel to flight trajectory were required for tracking (Wallace 1997). Close proximity to both Langley and a military airfield were also necessary.

The preferred location was Cherry Point, North Carolina. The site offered a long launch range over the Atlantic Ocean, a nearby Marine base, and an hour flight from Langley. The site was ultimately eliminated as an option when difficulties were discovered in reaching barrier islands essential to tracking flights, as well as an unwillingness on the part of officers on the base to share the space with a civilian

operation (Wallace 1997). Consequently, researchers at Langley reconsidered a site they had formerly rejected, Wallops Island.

NACA had discounted Wallops Island because it lacked the infrastructure needed to support both the experiments and the staff of the research station. Upon reconsideration, Wallops Island possessed all the key elements required by NACA. The planned NAOTS on the north end of the island, made Wallops Island even more enticing. On May 11, 1945, NACA began to lease 1,000 acres on the south end of the island from the Wallops Island Club. On June 27, 1945, launch operations began (Wallace 1997). The NAOTS' location nearby proved extremely helpful, as the Navy offered assistance to NACA's researchers until they became proficient in rocket operations.

The first years on Wallops Island were a whirlwind of projects. A drop zone was created on the south end of the island to begin testing the effects of transonic speeds on aircraft (Wallace 1997). Balloons were also launched to gather important information about the atmosphere and its effects on aircraft. The research center also began hosting civilian projects.

Early operations were performed from temporary structures, which were used longer than NACA had intended. The Navy planned to purchase the entire island after World War II. These plans were delayed following the end of the war. NACA was unable to purchase lands under military appropriations, so as the Navy delayed its purchase of the island, NACA's permanent construction plans were delayed as well.

2.2.4 The Pilotless Aircraft Research Station, 1946–1958

On June 10, 1946, the Wallops Island site of the AFRS was officially designated the Pilotless Aircraft Research Station (PARS) after a reorganization of Langley Laboratory created the Pilotless Aircraft Research Division. Wallops served as a testing facility to Langley Laboratories, a relationship that would continue for some time. The term "pilotless aircraft" referred to missiles and rockets. By calling these devices pilotless aircraft rather than ordnance, research was able to remain under the oversight of NACA rather than the military (Wallace 1997).

NACA maintained a close working relationship with every branch of the military, providing missile testing on Wallops Island. The first project test conducted was for the Army Air Force's first air-to-air missile, the Tiamet. This program was ultimately unsuccessful and interest was shifted to supersonic (greater than the speed of sound) missiles. The Navy's Lark missile was also tested at Wallops. Research focused on solid fuel rocket motors and bomb aerodynamics (URS and EG&G 2004).

The objectives of the PARS were expanded when Robert L. Krieger was assigned to the base in 1948. Krieger began at Langley performing various tasks and was eventually assigned to the Photo Lab, where he worked under Edmund C. Buckley. Buckley urged Krieger to earn a degree in engineering, which Krieger obtained from the Georgia Institute of Technology in 1943. Upon graduation, Krieger returned to work at Langley. Buckley received the Chief Assistant position at Wallops in 1948 and immediately assigned Krieger to take charge of operations. Krieger's background was in radar tracking, telemetry, and photographic techniques. He quickly implemented these techniques at Wallops, creating a more

comprehensive research facility. Construction of photograph platforms began and continued on Wallops Island as a result of Krieger's influence (Wallace 1997).

German ballistic missiles and the Soviets' successful detonation of an atomic bomb in 1949 put pressure on the U.S. to retain their leading position in weaponry. As a response to this demand, Wallops began work on hypersonic (equal to or exceeding Mach V) missiles in the early 1950s. Research focused on both manned and unmanned aircraft. This line of research would lead to both the development of the X-15 and the Apollo program (Wallace 1997).

The desire to fly higher and faster led to additional research projects at PARS, Wallops Island. Forays into the effects of wind, generated from the detonation of atomic bombs, on aircraft, began, as did weather data collection. PARS partnered with the University of Michigan to create Deacon-Nike rockets, creating a cost effective means of developing rockets that could reach high altitudes (Wallace 1997).

Unfortunately the equipment at Wallops was not large enough for the rockets and missiles being launched and higher altitude and speeds presented new problems in material durability. The base underwent another round of construction in the early- and mid-1950s to address these difficulties. Large launch pads were constructed and more sensitive radar and tracking devices were developed in these years. Evolving research carried Wallops into the Space Age.

2.2.5 NASA and Wallops Station, 1959–1961

Sputnik I was launched by the Soviet Union on October 4, 1957, marking the beginning of the "Space Race." American citizens were shocked by the orbiting satellite and fearful that they were becoming technologically disadvantaged. Although public outcry called for a more aggressive approach, President Eisenhower was only mildly concerned with Sputnik and did not intend to increase budgets for pilotless aircraft. Eisenhower's position changed, however, after the Soviet's launched Sputnik II in November 1957 and the explosion of the Vanguard rocket about one month later (DeVincent-Hayes and Bennett 2001). The Vanguard was intended to be the first launch vehicle for placing a U.S. satellite in orbit, and thus, would keep the U.S. competitive with Russia. The occurrence of the Vanguard explosion one month after the launch of Sputnik II, a satellite weighing a half a ton and carrying a dog named Laika, highlighted the perception of American technological failure in the wake of a Russian victory. The political fallout from these two events forced Eisenhower's hand and pushed the U.S. into Space.

The chance to increase their budgets and play the role of "space defenders" was extremely attractive to each branch of the military and each began to vie for the task (Wallace 1997). The Air Force maintained that space was a natural extension of their area of expertise and the Army contended that missiles were really just long range artillery. President Eisenhower had become weary of the "military-industrial complex" and insisted on a civilian space program to complement any military programs (Wallace 1997). The natural civilian organization for space research was NACA.

NACA had initially shied away from connection with Space research, but faced with the potential to receive an increased budget, exert more independence in research, and the threat of being deemed

obsolete by not investigating space, they began to jockey for position. Where before NACA had distanced itself from the missile research it conducted, it now began to highlight these endeavors. Their efforts paid off; NACA convinced the president that it should be assigned the space program. NACA became the nucleus for a new, larger agency: NASA. NASA was created with the signing of the Space Act on July 29, 1958. This was not simply a name change; NACA was merged with the Vanguard division of the Naval Research Laboratory, the Army's contract with the Jet Propulsion Laboratory in California, and the von Braun team from the Army Ballistic Missile Agency and brought under closer executive control and legislative scrutiny (Wallace 1997).

The separate backgrounds and cultures of each organization, paired with the appointment of a non-NACA affiliated person to direct NASA, led to some chaotic early days. The Wallops Island facility experienced this chaos as well. It, along with the facility at Cape Canaveral, Florida, was considered a service station, used to conduct experiments for other NASA facilities, not research of their own. The service stations were placed on equal footing with the new space research center being constructed outside of Washington DC, and removed from Langley's direct oversight. Nonetheless, Wallops relationship with Langley as a testing facility, continued in much the way it had prior to the change in organization.

Congress and the president had differing views on spending for the Space Program. The drive to stay competitive in the Space Race prompted Congress to appropriate \$1,000,000 for the purchase of enough rockets to keep Wallop's operations on schedule, but President Eisenhower's fiscal conservatism checked Congress's willingness to invest freely in NASA and by late 1959, the Wallops Island facility found itself in need of land, offices, shops, tracking stations, and housing, with little hope of a budget to acquire these things.

Fortunately, the Navy was in the process of closing the Chincoteague Naval Air Facility and facilitated the transfer of the 2,000 acre installation to NASA. The base was in the midst of a renovation at the time, including the lengthening of one of its three runways and construction of new test facilities, buildings, including the telecommunications building (N-162; VDHR ID #001-0027-0143), and a hangar (N-159; VDHR ID #001-0027-0141) (URS and EG&G 2004). The base provided NASA with much needed facilities and also staved off the economic downturn facing the community if the base closed. The initial tepid welcome of the residents to NASA quickly changed with the transfer of the base.

The acquisition of the former naval air facility allowed for spending on things other than buildings, such as infrastructure and new research equipment. In 1959, Wallops facility, now called Wallops Station, received the largest portion of the NASA budget. The first construction was on a causeway and bridge (I-004; VDHR ID #001-0027-0152) to connect the island to the Mainland. After becoming a NASA facility, the expansion of Wallops Station included acquisition of 216.6 acres on the Mainland in 1959 (Figure 2). Prior to the causeway, ferries and seaplanes were used to access the island. These were difficult modes of transportation that resulted in more than a few injuries. Personnel would have to gather at the dock on the Mainland and take the ferry to the island. Mail would have to be transported this way as well. The causeway enabled personnel to drive straight from their homes to the location of their particular job in private automobiles, transferring the cost of transportation to work from employer to

employee. Transportation from Langley Laboratory to Wallops was also made more convenient by the causeway. Flights were able to go from Langley to the Main Base, without requiring additional flights to the island facilities (Shortal 1978).

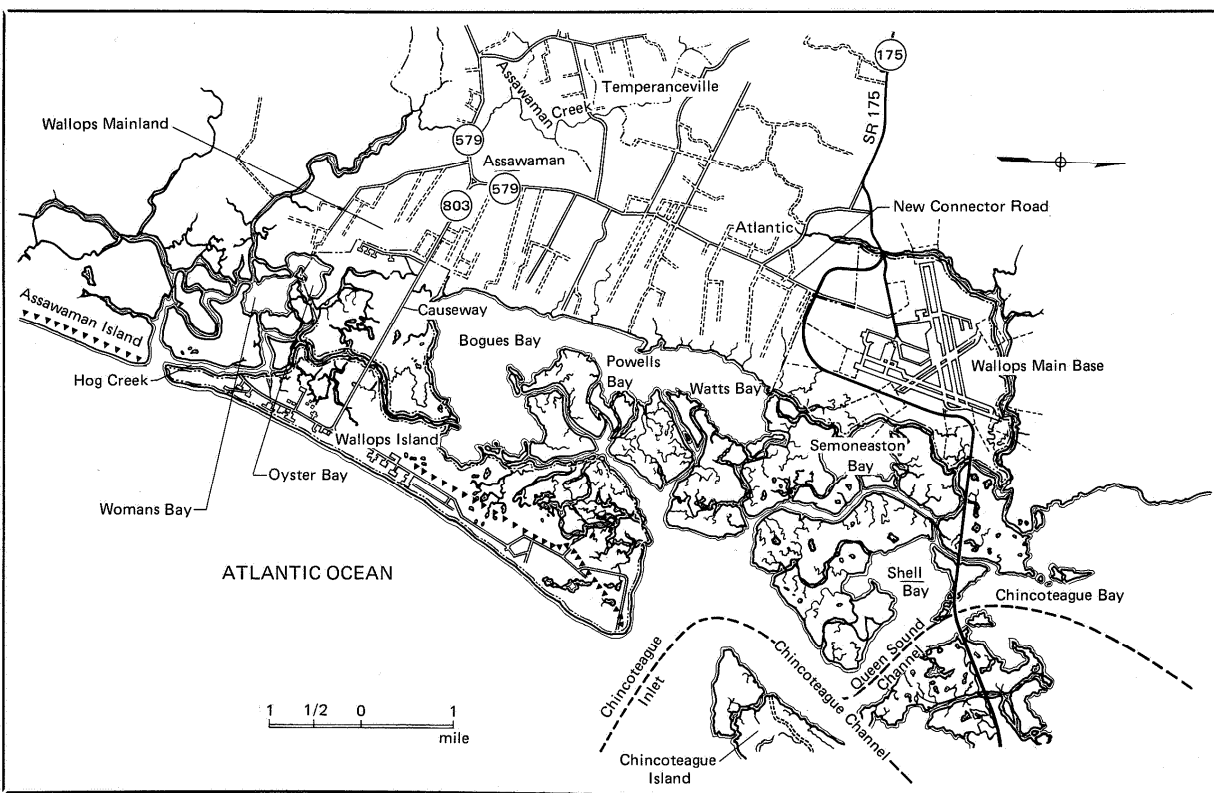


Figure 2. Map of the general Wallops area showing the Main Base, Mainland, and Island areas of Wallops Station. (Source: Shortal 1978, 632)

NASA's second undertaking was the construction of a seawall to protect its facility investments on Wallops Island. Advanced tracking and data relaying equipment were added to the base in 1959 and 1960. The southern portion of Wallops Mainland was designated for the use of long-range radars. Three long-range radars were erected on the Mainland (U-20A, U-25A, and U-30A; VDHR ID #001-0027-0154, -0157, and -0161). All three were designed and built by the Massachusetts Institute of Technology's (MIT) Lincoln Laboratory. The Lincoln Laboratory was founded in 1951 and funded by the Air Force, to solve scientific and technical problems in air defense, specifically radar. Partnering with Lincoln Laboratory provided Wallops with an opportunity to gain insights into radar (Wallace 1997) NASA operated one of these, designated Spandar (U-30A; VDHR ID #001-0027-0161), which increased tracking capabilities for the hypersonic program and new space projects (Wallace 1997). Wallops Station purchased better cameras and telescopes and constructed three new launch pads (Launch Areas 3, 4, and 5) on the island.

Prior to the creation of NASA, NACA and the Wallops facility had begun research on solid-fueled vehicles. Their research remained on the drawing board until the Air Force showed interest in it as a

sounding rocket. Sounding rockets carry scientific instruments to high altitudes, below orbital level. These rockets are cost effective and time efficient because large payloads are not required to reach suborbital heights. Wallops presented its ability to support both sounding rockets and orbital launch. The “Solid Controlled Orbital Test System” or SCOUT was launched from Wallops Island on July 1, 1960. SCOUT was one of the most reliable and successful launch vehicles, with the capability of launching a 385 pound satellite in a 500-mile orbit (NASA 2008). To launch the vehicle and record data, Launch Pad No. 3 was constructed, as well as a control center (W-20; VDHR ID #001-0027-0182) and upgraded tracking systems (Wallace 1997). The SCOUT testing ultimately led to the launch of Explore IX, an inflatable sphere designed to gather atmospheric data, on February 16, 1961 (Wallace 1997). Explore IX was the first satellite to go into orbit atop a solid fueled vehicle, making Wallops Island the third U.S. range capable of orbit.

While orbital capability put America back in the Space Race, the real goal was to launch a piloted spacecraft. Putting a human into orbit was considered the only way to advance past the Russians and fortify the public’s pride in the nation. Plans for piloted orbit were being considered at Wallops as early as 1958. Driven by the military’s intention to keep piloted spacecraft under their own jurisdiction, representatives from Langley’s Research Laboratory approached the president about a piloted space program. The president agreed to place this research under the new space agency in late 1958. The Space Task Group was created and Project Mercury began (Wallace 1997).

Wallops Island provided much needed privacy to conduct testing on Project Mercury. America’s perceived lag in the Space Race magnified any failure, even during testing. The trial and error tests on Wallops Island did not need to be highly visible. Research was conducted on the Mercury capsule’s stability (this model capsule would become the orbiting vehicle for the first U.S.-piloted space flight) and its reaction to aerodynamic heating. Between 1958 and 1959, 26 full size capsules and 28 scale models were launched at Wallops Island (DeVincent-Hayes and Bennett 2001).

The interest and enthusiasm for piloted spacecraft drew people to Wallops Station. Surprisingly, the facility welcomed the visitors, and even set up bleachers near the launch site. The spectacle reached its pinnacle when Sam and Miss Sam, a pair of chimpanzees were launched from Launch Area 1 in the Mercury capsule (Shortal 1978). Sam was launched to an altitude of 53 miles and Miss Sam was used to test the reactions and stress caused by a launch aborted through the escape tower (Wallace 1997). Sam was launched on December 4, 1959 and Miss Sam was launched on January 21, 1960. One hundred photographers and celebrities watched the launch, including the astronauts scheduled to fly in a Mercury Capsule in April 1961.

The last Mercury test at Wallops took place on April 28, 1961; one week later, Alan Sheppard Jr. became the first American space traveler. Unfortunately, Sheppard’s sub-orbital flight came on the heels of another Russian victory. Yuri A. Gagarin orbited the earth on April 12th of that year. The only way for the U.S. to surpass Russia was to put a man on the moon.

2.2.6 Wallops Station's New Direction: Space Science Research, 1961–1974

In the race to get a man on the moon, NASA opened a new facility in Houston, Texas and transferred the Space Task Group, originally housed at Langley, to Houston. Since Space Task Group transferred to Houston, testing relating to Space Task Group missions including Project Gemini and later the Apollo Program, were transferred from Wallops to White Sands, New Mexico. White Sands offered wide expanses of ground for landing and was in close proximity to both Houston and to NASA scientists researching manned flight to the moon in California and Louisiana. Wallops Station was also incapable of handling the large payloads needed to reach the moon. At this time the Tracking and Ground Instrumentation Unit was also transferred from Langley to the new Goddard Facility, near Washington, DC and training was consolidated to this facility. Initial Tracking and Ground Instrument training, originally held at Wallops, was consolidated at Goddard (Wallace 1997).

This reorganization of responsibilities resulted in a period of transition for Wallops in 1961–1962. It was at this time that Wallops began focusing on space science research, opening up a new range of research topics and ultimately creating new research partnerships. Space Science, as defined by NASA, was “theoretical and experimental research on the ground and in the earth's atmosphere” (Wallace 1997, 80). Wallops experience with the sounding rocket brought universities and government agencies outside of the Department of Defense (DOD) to the island. Satellites could only be used above 100 miles; if they dropped below this point, the earth's atmosphere dragged them down (Wallace 1997). Sounding rockets allowed researchers to gather data on the interim space between the earth's surface and 100 miles above it.

Government agencies that utilized the base included the Federal Aviation Administration, the National Bureau of Standards, and most importantly, the Weather Bureau. The Weather Bureau had been interested in the usefulness of Wallops Island for gathering atmospheric data since 1958 or earlier, but the sounding rocket allowed them a more reliable means of gathering information. Sounding rockets launched balloons to high altitudes, allowing the balloon to record data on its slow descent (Wallace 1997). By 1965, the Weather Bureau had a regular launch schedule at Wallops Station.

The use of satellites in gathering atmospheric data was also employed at Wallops Facility. The Television Infra-Red Observation Satellite (TIROS) was initially launched at Fort Monmouth, New Jersey, but the placement of Fixed Radar Surveillance 16 (FPS-16) Radar (Y-55; VDHR ID #001-0027-0198) encouraged the move of TIROS to Wallops Island. TIROS allowed pictures of weather systems to be generated and enable the Weather Bureau to track storms. The second TIROS satellite was launched from Wallops Island in June 1961 (Wallace 1997).

Wallops Station's shift to space science research and its partnership with new clients brought an increase in budget to the base. A portion of the budget was used to repair damage caused by a hurricane, known as the Ash Wednesday Storm, in 1962 (Wallace 1997). The remaining money bought tracking equipment and vehicle handling facilities. Vehicle handling facilities built in this period and surveyed include the Rocket Inspection & Storage Building (M-15; VDHR ID #001-0027-0133), Inert Rocket Hardware

Storage & Hardware Inspection Shelter No. 2 (M-16; VDHR ID #001-0027-0134), the Rocket Motor Ready Storage Building (V-80; VDHR ID #001-0027-0178), and Checkout and Assembly Shop No. 3 (W-65; VDHR ID #001-0027-0188). Eleven of the 14 antennas included in the survey were constructed at this time, reflecting the station's emphasis on tracking. Additionally, five tracking buildings were also surveyed. These are the Mobile Radar Laboratory (U-40; VDHR ID #001-0027-0162), the Transmitter Building (U-55; VDHR ID #001-0027-0163), the Atmospheric Physics Measurement Laboratory (U-80; VDHR ID #001-0027-0169); and two camera platforms (Y-95; VDHR ID #001-0027-0199 and Y-110; VDHR ID #001-0027-0200).

The increased budget also accommodated an increase in the number of employees at Wallops Station. By mid-1963 the number of employees at Wallops Station was almost 500, double the number in 1960 (URS and EG&G 2004). Expansion increased until the 1970s.

2.2.7 Wallops Flight Center, 1974–1981

In 1974, NASA changed the name of its Wallops facility to Wallops Flight Center, reflecting its new foray into runway surface and aircraft noise reduction research, while continuing its role as a launch site for orbital and suborbital flights (a flight in which a spacecraft follows a trajectory of less than one orbit). In fact the mission of Wallops Flight Center expanded in the 1970s to include management of suborbital projects. Additionally, the facility also added earth studies of ocean processes to its research program.

2.2.8 Wallops Flight Facility, 1981–Present

In 1981, Wallops Flight Center was consolidated with the Goddard Space Flight Facility and renamed the Wallops Flight Facility. WFF became NASA's primary facility on suborbital programs. In the 1990s, the facility's mission expanded to include shuttle-based and small orbital projects. It continued its relationships with universities, government programs, and commercial clients, and also continued its research into atmospheric conditions and weather (URS and EG&G 2004).

WFF identified three themes in its 2005 Mission Plan that were to guide the focus of the facility: Enabling Scientific Research, Enabling Aerospace Technology and Facilitating the Commercial Development of Space, and Enabling Education, Outreach, and Innovative Partnerships" (WFF 2005). Specific programs under these themes include "developing new technologies and applications for WFF cameras, developing, manage, and employ new suborbital missions, and developing earth science measurements to support global climate change and coast research" (WFF 2005).

2.3 Previous Architectural Surveys at WFF

In 2003, NASA completed a reconnaissance-level assessment of cultural resources (archaeological and architectural) on WFF (URS and EG&G 2003). Background research confirmed that no NRHP-listed or eligible resources and no Virginia Historic Landmarks are at WFF. The assessment included a historic context of the WFF and an architectural reconnaissance survey of buildings, structures, and objects 50 years old and older on the installation. The survey identified 99 properties built between 1936 and 1949 and 67 properties dating from 1950 to 1955. Of the total 166 architectural resources, the survey

determined that two of them, a former Coast Guard station and associated observation tower, had the potential to be eligible for the NRHP and recommended them for further study. The remaining resources had sustained additions and alterations, many of them mission-related that compromised their historic integrity.

One year after the cultural resources assessment, NASA conducted a survey and evaluation of 124 buildings, structures, and objects at WFF that were built before 1955 (URS and EG&G 2004). Each resource was recorded on a VDHR survey form and in the DSS and evaluated for eligibility for listing on the NRHP both individual and collectively as a historic district (VDHR ID #001-0027). The survey concluded that the Wallops Coast Guard Life-Saving Station (VDHR ID #001-0027-0100) is eligible for listing on the NRHP and the Virginia Landmarks Register, and the associated Observation Tower (VDHR ID #001-0027-0101) is a contributing structure of the station. The station was recommended eligible for local significance under Criterion A for its association with the Coast Guard, which had a vital role in protecting shipping and human lives along Virginia's Eastern Shore, and under Criterion C for exemplifying the Colonial Revival style. The remaining 122 architectural resources were determined to be not eligible because of a lack significance and/or integrity. Additionally, a historic district was not identified (URS and EG&G 2004). The VDHR concurred with the report's eligibility determinations (Holma 2004).

A cultural resources survey for a proposed Unmanned Aerial Systems airstrip on the north end of Wallops Island identified and evaluated a 1952 observation post (Espenshade and Lockerman 2009). The North Observation Mound (VDHR ID #001-0027-0125) consists of a constructed earthen mound with a wood deck on top. The mound was recommended not eligible for listing on the NRHP because of a lack of significance and integrity. Upon the request of the VDHR, additional documentation on the mound was submitted. VDHR subsequently concluded that the mound was not eligible for inclusion in the NRHP (Lee 2011a).

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3.0 RESEARCH DESIGN

3.1 Survey Objectives

The purpose of this survey is to provide information for compliance with Section 110 of the National Historic Preservation Act, as amended. The goal of this survey is to identify and document architectural resources at WFF that were built between 1956 and 1965 and evaluate whether they are eligible for inclusion in the NRHP.

3.2 Methods

Three tasks were required to achieve the survey objectives: 1) archival research; 2) field survey; and 3) data analysis. Archival research was conducted to identify the appropriate historic context(s) for the evaluation of architectural resources. The field survey collected information on the architectural design, construction, and integrity of the buildings. The archival and field data were then synthesized and analyzed to evaluate the eligibility of the resources for inclusion in the NRHP.

3.2.1 Background Research

Background research was undertaken to compile sufficient data to develop a historic context for evaluating the architectural resources recorded in the survey. The *Historic Resources Survey and Eligibility Report for Wallops Flight Facility, Accomack County, Virginia* that was prepared for the 2004 survey of pre-1956 architectural resources at WFF (URS and EG&G 2004) presents a historic context on the use and development of an installation on Wallops Neck and Island first for a naval auxiliary air station, and then for a research and test station for NACA. The context provides a comprehensive look at the trends and patterns of development by the Federal agencies for the subject area during the twentieth century. It concentrates on the period 1936–1955 to provide a framework for evaluating the properties included in the survey. The historic context for the 2004 survey was used for the present survey, but was augmented with additional contextual history pertinent to the period (1956–1965) of the resources documented for the present survey. The background research for the augmented context consulted many of the same sources that were used to develop the historic context in 2004, including Joseph Shortal's *A New Dimension, Wallops Island Flight Test Range: The First Fifteen Years* (1978), Harold D. Wallace's *Wallops Station and the Creation of an American Space Program* (1997), and historical maps. In addition, *Wallops Island* (DeVincent-Hayes and Bennet 2001) was also used.

Background research also included consulting various sources to obtain information specific to the buildings and structures in the survey. Prior to the field work, electronic copies of as-built drawings were provided by WFF. During the field survey, real property records, which included floor plans and historical photographs, were reviewed. These records provided information on the original construction and design of the buildings, and aided in evaluating their integrity.

3.2.2 Field Survey

The field survey at WFF was conducted on November 2, 2010, and January 3–7, 2011. A total of 76 resources built between 1956 and 1965 were examined and documented. The survey was limited to exterior inspections of the buildings. Field notes were taken on the current use, architectural style, building materials, building alterations, setting, and existing condition of each resource. All surveyed resources were identified according to existing installation-generated facility numbers to facilitate the integration of survey data with existing facility planning documents, cartographic materials, and databases.

The survey supplemented the written data with photographs of each resource. Digital photographs were taken to record principal facades, architectural or structural details, or other notable features that were deemed relevant to the historical evaluation of the property. The photographs were formatted according to photographic documentation standards of the VDHR for digital images.

The research and field data for each property were recorded on reconnaissance survey forms for submission to the VDHR. The data on each resource was entered into the DSS online survey database and the resultant site forms printed from the database. The archival copy of each form includes a site plan and a U.S. Geological Survey topographic map showing the resource location. Appendix D contains copies of these forms.

3.2.3 Analysis

The objective of this study is to determine whether the surveyed buildings and structures are eligible for inclusion in the NRHP. The NRHP, administered by the National Park Service, is an inventory of the districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering, and culture. The evaluations proceeded by applying the NRHP Criteria for Evaluation, which are set forth in 36 Code of Federal Regulations Part 60.4, and by following the guidelines established in *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (National Park Service 1997).

The significance of a property can be determined only when it is evaluated within its historic context. NRHP guidance defines historic contexts as “those patterns or trends in history by which a specific occurrence, property, or site is understood and its meaning (and ultimately its significance) within history or prehistory is made clear” (National Park Service 1997, 7). Historic contexts compile information about the time period, the place, and the events that created, influenced, or formed the backdrop to the historical resources. A single property may represent more than one historic context, and conversely, numerous property types may represent a single historic context.

In order to be considered eligible, a property must demonstrate significance within its historic context. Significance is evaluated by applying the four NRHP criteria, which define the kind of significance that a property can represent. A property need only meet one criterion to be eligible for listing on the NRHP. These criteria are:

- A. Association with events that have made a significant contribution to the broad patterns of our history;
- B. Association with the lives of persons significant in our past;
- C. Embodiment of 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 or distinguishable entity whose components may lack individual distinction; or
- D. Have yielded, or may be likely to yield, information important in prehistory or history.

The NRHP Criteria for Evaluation also include seven criteria considerations that apply to properties that ordinarily are not considered for inclusion in the NRHP. The following categories of properties can be eligible for the NRHP if they meet their respective criteria consideration in addition to the other requirements in the Criteria for Evaluation:

- A. Religious properties;
- B. Moved properties;
- C. Birthplaces or graves;
- D. Cemeteries;
- E. Reconstructed properties;
- F. Commemorative properties;
- G. Properties that have achieved significance within the past 50 years.

Two of the criteria considerations apply to the properties in this survey. Of the 76 resources documented in this survey, 27 are less than 50 years old and were evaluated under Criteria Consideration G. NRHP Criteria Consideration G states that properties that have achieved significance within the last 50 years may be considered eligible for the NRHP if they are of “exceptional importance” or “if they are integral parts of districts that are eligible” (National Park Service 1998, 3). *National Register Bulletin No. 22: Guidelines for Evaluating and Nominating Properties that have Achieved Significance Within the Last Fifty Years* (National Park Service 1998) provides guidelines for assessing exceptional significance. The bulletin indicates that exceptional significance is measured within the appropriate historic context, whether on a local, state, or national scale.

Several of the resources documented in the survey were evaluated under Criterion Consideration B for moved properties. Typically a property that has been moved from its original site or historically significant location does not qualify for listing on the NRHP because moving a property destroys its relationship to its setting and associations with historic events or persons, and may even result in the loss of historic physical features and the potential for associated archaeological deposits. However, under Criteria Consideration B, a property may be eligible for the NRHP if it is significant primarily for its architectural merit or if it is the surviving property most importantly associated with a historic event or person (National Park Service 1997).

The resources in this survey were evaluated within the framework of the historic context for the level (i.e., local, state, or national) and type (Criteria A, B, C, and/or D) of significance and for integrity. The evaluations considered the individual eligibility of the resources as well as their eligibility collectively as

a possible historic district. A historic district is a “significant concentration, linkage, or continuity of sites, buildings, structures, or objects united historically or aesthetically by plan or physical development” (National Park Service 1997, 5). As a test facility, the evaluation considered all the components necessary to carry out a successful test, such as the launch pads and equipment, in addition to the buildings and structures to determine whether a historic district is present. Information relevant to the history of the facility, its land use, and the history of the surveyed buildings and structures was included in the evaluations, based on the NRHP Criteria for Evaluation.

The final step in the evaluation process is to determine whether the property possesses sufficient integrity to convey its period of significance. The National Park Service defines period of significance as “the length of time when a property was associated with important events, activities, or persons, or attained the characteristics which qualify it for National Register listing” (National Park Service 1997, 42). A property that retains architectural integrity will embody several of the following seven qualities of integrity: location, design, setting, materials, workmanship, feeling, and association (National Park Service 1997, 44–45). An assessment of integrity considers the degree to which a property retains original fabric and design elements and the impact of changes made to the property. It is used to evaluate the extent to which a property can convey its significance in relationship to its period of significance. Due to the highly technical nature of the architectural resources at the WFF, these properties often are continually upgraded with the latest technology and, as a result, may no longer retain those qualities or physical features that convey their significance. For example, if a resource is significant for its association with a defined period or specific event, modifications made after-the-fact may have compromised its integrity. Alternatively, if a property’s period of significance extends over a longer period of time and the property continues to perform its original function, later modifications may illustrate the evolution of the property.

3.3 Expected Results

The survey includes architectural resources constructed between 1956 and 1965. Resources dating prior to 1959 will be associated either with CNAAS/NAOTS or NACA’s PARS. Between 1946 and 1959, CNAAS/NAOTS was charged with researching and testing naval aviation weapons and ordnance. Facilities were located on Main Base and on the northern portion of Wallops Island, which was used as a test range for the ordnance. NACA operated PARS on the southern half of Wallops Island for aeronautical research of high-speed rockets. Resources dating after 1959 will be associated with NASA’s Wallops Station. Wallops Station initially supported manned space flight programs for the newly formed NASA, which had absorbed NACA. Beginning around 1960 and continuing through 1974, Wallops Station’s primary mission was as a launch center for suborbital and orbital vehicles such as sounding rockets and satellites. NASA took over the land and facilities of the decommissioned CNAAS and NAOTS in 1959 and acquired Mainland property across from Wallops Island.

The architectural resources in the survey are expected to be components of the aviation and aeronautical research and testing missions of Wallops. The associated property types are likely to be various types of testing and launch facilities, research laboratories, antennas and observation towers, and ancillary support

facilities such as storage. Based on the 2004 survey of pre-1956 buildings and structures at WFF (URS and EG&G 2004), architecturally the resources are probably simple and plain concrete or concrete block structures with little to no stylistic embellishments. Therefore, it is assumed that the function of the building will be what primarily defines the property type of the building. The development of the historic context demonstrates that the architectural resources at WFF have been in continuous use by the installation since they were built. The nature of the research and testing conducted at this site is one of continuous change as technologies evolve. It is expected that the built environment would reflect the changes of the work conducted here at the installation by exhibiting material upgrades or additions related to modernization, mission changes, and/or equipment improvements.

For this same reason, it is unlikely that any of the architectural resources in this survey will qualify for listing on the NRHP. The 2004 architectural survey of pre-1956 resources found that the historic integrity of the Main Base, Mainland, and most of Wallops Island had been substantially altered as a result of demolition, building replacement, and individual building alterations. Furthermore, the current built environment of WFF primarily represents the use of the site by NASA during the past 20 years (URS and EG&G 2004).

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4.0 SURVEY RESULTS AND EVALUATIONS

The purposes of the architectural survey were to document the buildings and structures constructed between 1956 and 1965 at WFF and evaluate whether any of the documented resources are eligible for listing on the NRHP either individually or as contributing resources in a historic district. These evaluations are based upon the specific methodology described in Section 3.2. Specifically, the surveyed buildings and structures were evaluated using the NRHP Criteria for Evaluation (see Section 3.2.3). NRHP Criteria Consideration B was applied for resources that have been removed from their original location, and Criteria Consideration G was applied for buildings and structures less than 50 years old.

The following section divides the survey findings into three geographic areas: the Main Base, Wallops Mainland, and Wallops Island. A map of each area showing the locations of the surveyed properties and a table listing the property name, date of construction, and WFF and VDHR identification numbers are provided at the beginning of each section. These are followed by the NRHP evaluation of a historic district within or encompassing the particular geographic area, and then the narrative descriptions, photographs, and individual eligibility assessments of each resource documented in the survey. Appendix B includes a list of all the surveyed resources by VDHR number and Appendix C lists the results of the NRHP evaluations of the individual resources by facility number.

4.1 Main Base

A total of 76 buildings and structures built between 1956 and 1965 were documented at WFF. Of these, 24 are located on the Main Base (Figure 3; Table 1). Four are antennas and 20 are buildings. These facilities represent seven property types: nine are storage; six are communications; four are research, development, and testing; two are industrial; one is infrastructure; one is administration; and one is personnel support. Of the 24 resources surveyed, 15 are 50 years or older and nine are less than 50 years old. Three of the four antennas are less than 50 years old. An Instrument Landing System antenna tower (A-036), which was erected in 1959 in the northeastern portion of the Main Base, was found to have been demolished.

Table 1. Resources Surveyed on the Main Base

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Property Name</i>	<i>Date of Construction</i>
001-0027-0128	E-144	Ionosphere Sounding & Solar Data Center	1959
001-0027-0129	F-157	Office Furniture Supply Warehouse	1957
001-0027-0130	F-160	Health/Quality Verification Lab/Environmental Building	1957
001-0027-0131	F-163	Chemical Storage Building	1963
001-0027-0132	F-170	Plant Operations and Maintenance Branch (POMB) Storage Building	1957
001-0027-0133	M-15	Rocket Inspection & Storage Building	1963
001-0027-0134	M-16	Inert Rocket Hardware Storage & Hardware Inspection Shelter No. 2	1963
001-0027-0135	M-17	Heating Plant Building	1963
001-0027-0136	M-25	Ready Issue Minor Hazard Explosives Magazine	1957
001-0027-0137	M-183	Ready Service Pyrotechnics Storage Magazine	1957
001-0027-0138	M-184	Ready Issue Explosive Storage Magazine	1958
001-0027-0139	N-133	NASA Federal Credit Union	1956
001-0027-0140	N-134	VA Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office	1956
001-0027-0141	N-159	Research Aircraft and Observation Science Lab	1957
001-0027-0142	N-159E	Airport Surveillance Radar 7 (ASR-7) Radar Antenna Tower	1961
001-0027-0143	N-162	Telecommunications Facility Building	1957
001-0027-0144	N-162B	Frequency Monitoring Antenna Tower	1963
001-0027-0145	N-163	Antenna Calibration Measurement Facility	1963
001-0027-0146	N-164	High Frequency Receiver Antenna No. 2- Rotating	1965
001-0027-0147	N-166	Explosives Handling Equipment Storage Building	1957
001-0027-0148	N-167	X-Band Antenna Central Control Building	1965
001-0027-0149	N-174	Boresight & Calibration Tower	1962
001-0027-0150	N-218	Chemical Storage Building	1957
001-0027-0151	N-222	Surplus Utilization and Disposal Building	1957

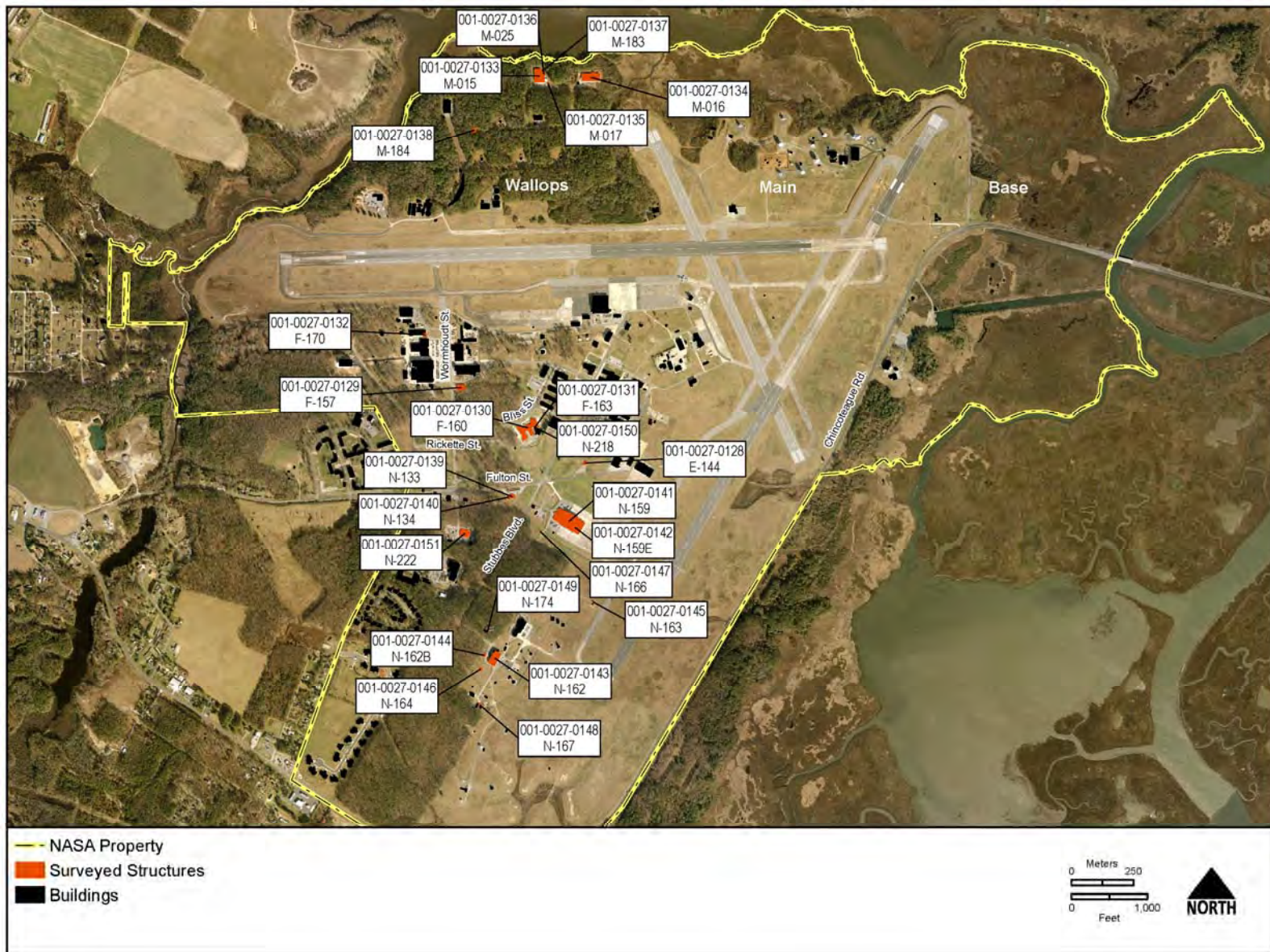


Figure 3. Resources Surveyed on the Main Base

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4.1.1 Historic District Evaluation

The surveyed buildings on Main Base have been evaluated as contributing resources in a historic district. Issues of significance, integrity, and boundaries were carefully considered for a proposed district. The evaluation of a historic district considered a period of significance from 1936 to 1965 by building upon (and reexamining) the results and analysis of the 2004 survey. As such, the analysis examined the possibility of a historic district associated with the Navy's CNAAS/NAOTS in addition to one associated with the early period of NASA's Wallops Station.

The evaluation determined that a historic district associated with the CNAAS/NAOTS is not present because of a lack of integrity. Numerous buildings and structures constructed by the Navy before the decommissioning of the base and its transfer to NASA in 1959 have been removed. According to the results of the 2004 survey, extant resources have been altered by additions and/or material changes (URS and EG&G 2004). A windshield survey of some of the pre-1956 resources during this survey confirms that the majority has been substantially altered. The altered state of the resources inhibits their ability to collectively convey the early history of the site. In addition, many buildings have been added to the facility after 1965. These resources are interspersed with the older facilities, including several concentrated on Stubbs Boulevard and at the north end of Wormhoudt Street. Collectively, these changes have compromised the integrity of setting, design, materials, and feeling from the World War II and early Cold War eras.

The architectural resources were evaluated collectively as contributing resources of a historic district associated with NASA's early operations in manned space flight and space science research at Wallops Station. The Main Base does not constitute a NRHP-eligible historic district because of a lack of significance and integrity. A historic district at the Main Base is not eligible under Criterion A because WFF is not associated with events that have made a significant contribution to the broad patterns of our history. Wallops served an important role as the NASA rocket test range, enabling the facility to fulfill its mission for NASA programs as well as expand its scientific research capabilities to non-military and non-government entities. However, the Wallops facility and the operations that occurred here between 1959 and 1965 were not central to the NASA organization. Wallops did not have a leading role in the research and development of major NASA programs. For a brief period, Wallops was involved in Project Mercury by testing hardware, training support personnel, and being the launch site for two unmanned flights; however, the most important developments of this major mission, particularly astronauts ascending into orbit, occurred at other facilities. From its start in 1959, Wallops was a "service center" in the NASA organization, supporting the projects of the NASA "field centers" such as Houston and Cape Canaveral, for instance, which had the high priority NASA missions. Furthermore, the projects performed at Wallops that involved the launching, tracking, and acquisition of data from rockets using radar and radio-telemetry techniques "could have been, and often were, conducted from other facilities" (Wallace 1997, 108). Thus, the mission and activities of Wallops Station were not singular or exceptional to the history of NASA in this period.

Documentary research has not revealed information that a historic district at the Main Base of WFF is eligible for the NRHP under Criterion B for association with persons significant in our past.

The resources on the Main Base of WFF do not constitute a historic district under Criterion C because they do not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. NASA took over an older naval installation and renovated the existing facilities to meet its functional and space requirements and added its own buildings and structures to the base over time. Design and development of individual components was typically based on expediency and did not follow a master plan. The result is an irregular layout of buildings and features and an incohesive mix of massing, forms, and surface materials. In fact, during a 1964 review of planning and construction of existing NASA facilities, the House Committee of Science and Aeronautics called Wallops' layout "confused and congested" and concluded that "[NASA] builds no monuments here" (Wallace 1997, 110, 111). None of the buildings evaluated in this survey and in the 2004 survey possesses architectural significance for their building type, period, or method of construction.

A historic district eligible under Criterion D is not present on the Main Base because no surveyed architectural resources were found to have the potential to yield additional information important in history or prehistory.

Additionally, the WFF Main Base does not constitute or contain a NRHP-eligible historic district because of a loss of integrity. The aspect of integrity of location remains intact because only a small percentage of the resources have been moved. The integrity of setting has been compromised by the demolition of many pre-1965 buildings and structures and the addition of a few dozen post-1965 resources to the base. The layout of the roads and the spatial relationships between major features such as the runways appears to be intact, so integrity of design has not been negatively affected. There is a lack of integrity of materials and workmanship as a result of substantial alterations that have been made to the majority of the pre-1965 resources, including several of the primary ones directly associated with the historical mission of the facility. The alterations include replacement of exterior cladding, doors, and windows, and additions. These renovations, undertaken within the past 20 to 30 years, have changed the overall design, form, and/or massing of the buildings and structures. The cumulative changes in setting, materials, and workmanship have adversely affected the integrity of feeling and association of the site.

4.1.2 Individual Resource Evaluations

001-0027-0128

Facility Number: E-144

Construction Date: 1959

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Ionosphere Sounding and
Solar Data Center

Property Type: Research,
Development and Testing

DHR Historic Context:
Military/Defense,
Technology/Engineering

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Ionosphere Sounding and Solar Data Center is located in the center of WFF Main Base, west of runway 4-22. Fulton Street runs to the south of the building. The area is flat and open with a gravel road and parking lot in front of the building.

The Ionosphere Sounding and Solar Data Center is a simple one-story concrete block building with a flat roof and replacement metal fascia. The building rests on a concrete slab. The main entrance is a half glazed metal door with a metal awning hood on the west elevation. There are three awning windows, placed high in the wall, to its north. A concrete sidewalk and stoop lie in front of the main entrance. The south elevation has three windows of the same type, on its west end. The windows were installed in 1980 (WFF 2011). The south end of the east elevation has a single hollow steel door with a metal awning hood. Three heating, ventilation, and air conditioning (HVAC) units are attached to the north elevation.

Eligibility: This building is representative of a secondary Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. The building was constructed as part of an expansion of facilities at the installation after the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The Ionosphere

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Sounding Station was established in 1959 to monitor the constantly changing condition of the ionosphere, an atmospheric region that begins at 43 miles above the ground and extends to indefinite height. The name of the building was changed to Ionosphere Sounding and Solar Data Center in January 1967 (WFF 2011).

E-144 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. E-144 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

E-144 retains its integrity of location. The integrity of design and workmanship has been diminished by the replacement of the original doors and windows and the removal of three windows on the south elevation. The building is in its historical location, but the setting has changed by the addition of several post-1965 buildings nearby. The feeling and association of the building have been negatively affected by the changes made to the building itself and to its setting.

001-0027-0129

Facility Number: F-157

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name: Office
Furniture Supply Warehouse

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Office Furniture Supply Warehouse is located on Wormhoudt Street north of Rickette Street on the northern half of WFF Main Base. The area around the building is flat and open. There is a concrete paved loading area in front of the building and a gravel driveway north of the building, which leads east to another building (F-007).

The Office Furniture Supply Warehouse is a prefabricated metal building with a shallow pitched, front gabled roof covered in corrugated metal. The building rests on a concrete slab and is sheathed in corrugated steel siding. The original siding, as well as the doors and windows, was removed and replaced in 1986 (WFF 2011). The main entrance is located on the west elevation and consists of an overhead steel door and a single half-glazed metal door. A louvered window with a screen surmounts the half-glazed door. The east elevation has a single half-glazed door, surmounted by a louvered window with a screen. There are no openings on the north or south elevations.

Eligibility: The Office Furniture Supply Warehouse represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

F-157 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. F-157 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

This building retains integrity of location, but its setting has substantially changed by the demolition of many buildings to the south and the construction of several post-165 buildings to the north. The building has no integrity of design, materials, or workmanship as a result of the removal and replacement of the exterior siding, doors, and windows within the past 25 years. As a result of the loss of setting, design, materials, and workmanship, F-157 no longer retains integrity of feeling and association.

001-0027-0130

Facility Number: F-160

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Health/Quality Verification
Lab/Environmental
Building

Property Type: Health
Care; Research,
Development and Testing

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Health/Quality Verification Lab/Environmental Building is located on the north half of WFF Main Base, west of runway 4-28. Bliss Street bounds the building on the west and Avery Street bounds it on the north. The area is flat and sidewalks and parking lots are on each side of the building. F-165, a tower with the NASA logo, is across the street. Another building (F-162) is to the southeast.

The Health/Quality Verification Lab/Environmental Building is composed of three parts, the central building, a north wing, and a south wing. It is a one-story building with a flat built-up roof and metal fascia, gutters, and down spouts. It rests on a reinforced concrete slab. The exterior is finished with an exterior insulation finishing system (EIFS) on the bottom half of the walls and metal panels on the top half; it was originally finished in brick (WFF 2011). All entrances are elevated, with access from concrete stairs with metal tube railings. All windows are replacement one-over-one aluminum-sash windows. All doors are glazed aluminum with sidelights and transoms.

The west elevation consists of a central entrance with a flat roofed canopy supported by corner posts. The canopy provides cover to two separate single glazed aluminum doors, each one with sidelights and a transom. Windows are regularly spaced sets of double and triple pairings. The north and south wings project beyond the central wing and have single glazed doors with three sidelights and a transom, protected by cantilevered flat hoods. The windows on these wings are either single, paired, or in groups of three.

The south elevation consists of a row of single windows and a central entrance. This entrance features a flat roofed canopy supported by two posts; the canopy protects a set of double glazed metal doors. To the east, a concrete ramp with metal tube handrails leads to a set of double glazed metal doors. These doors lead to the health unit.

Two sets of half-glazed double doors on the east elevation provide rear entry to the north and south wings. Concrete stairs with metal tube railings lead to each doorway. The south wing has one single and one set of double windows south of the door. Single or paired windows run along the east elevation of the central wing and side elevations of the north and south wings.

Eligibility: This building is an example of a Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on the Main Base within the three years leading up to the closure of the Navy station. The Navy erected this building as the base hospital in 1957. After the base was transferred to NASA, F-160 housed various types of laboratories and, as of 1991, a health care unit. It received its current name of Health/Quality Verification Lab/Environmental Building in 2005 (WFF 2011).

The Health/Quality Verification Lab/Environmental Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

F-160 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The setting has been compromised by the demolition of historical Navy buildings to the west and the post-1965 construction of a couple of buildings in the immediate vicinity. No additions have been made to the building; however, its integrity of design, materials, and workmanship have been negatively impacted by the installation of EIFS and metal panels over the historical brick exterior and the removal and replacement of the doors and windows. The integrity of feeling and association of F-160 is lacking due to the multiple physical changes that removed the historic character of the building.

001-0027-0131

Facility Number: F-163

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Chemical
Storage Building

Property Type: Storage

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Chemical Storage Building is located on the northern half of the Main Base west of runway 4-28. It is bordered by Fulton Street to the south and Avery Street to the north. The Health/Quality Verification Lab/Environmental Building (F-160) is to the northwest. The building is situated between a chemical storage building (N-218) and a High Frequency Antenna (F-164).

The Chemical Storage Building is a 12 by 15 ft building clad with EIFS and terminating in a flat roof and metal fascia. The building originally featured a brick veneer on concrete block walls (WFF 2011). It rests on a concrete slab. Its only opening is located on the north elevation and consists of a set of double half-glazed metal doors with three lights.

Eligibility: This building is representative of a secondary resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1963. Within a year, it was renovated for office and shop space. In 1971 it was converted to a bulk storage building for the Calibration Laboratory (F-160) (WFF 2011). It currently serves as chemical storage building.

The Chemical Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

F-163 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The Chemical Storage building is in its historical location. The setting has been compromised by the demolition of historical Navy buildings to the west and the post-1965 construction of a couple of buildings in the immediate vicinity. The integrity of design, materials, and workmanship have been negatively impacted by the installation of EIFS over the historical brick exterior. The integrity of feeling and association of F-163 have been adversely affected by the changes to the setting and exterior materials of the building.

001-0027-0133

Facility Number: M-15

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Rocket
Inspection and Storage
Building

Property Type: Industrial;
Storage

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Rocket Inspection and Storage Building is located on the north half of Main Base, north of runway 10-28. An asphalt paved access road runs south of the building and a

security fence extends along the north property line. A wooded area and Little Mosquito Creek lie north beyond the security fence. A concrete paved parking lot is located on the south side of the building, with the Heating Plant Building (M-17) situated to the southeast and a Ready Service Magazine (M-183) to the northeast.

The Rocket Inspection and Storage Building is composed of three main parts, all of which rest on a reinforced concrete slab foundation. The original building was constructed in 1963 and consists of concrete block wings with front gabled roofs and aluminum fascia. The east wing of the building was constructed in 1995 as forklift storage space. It is a post and frame prefabricated aluminum building with a side gabled standing seam metal roof. Two overhead rolling metal doors are centered in its south elevation. The one-story west wing has a 15 ft overhead rolling aluminum door between projecting concrete block columns on the south elevation. A half-glazed metal door with three lights is located at the southwest corner. The two-story middle portion of the building features a central 15 ft overhead rolling aluminum door and a half-glazed metal door with three lights.

The west elevation is composed of six bays of aluminum-frame fixed windows, separated by projecting concrete block columns that extend along the top of wall. Two small openings with concrete sills and lintels are located in the middle of the elevation, centered between columns. The north elevation of the west wing of the building has four projecting concrete block columns that divide the elevation into thirds. A half-glazed metal door with three lights is located on the northwest corner and two metal louvers with precast concrete sills are located on the lower half of the wall in the center of the eastern third and western third of the elevation. A concrete panel in the center was originally intended to be replaced by rolling metal doors.

The middle wing's north elevation consists of a single hollow steel door with a concrete canopy on the east side, directly beside a lean-to addition. The addition, which was built in 1984 for an office, is constructed of concrete block and has a shed roof with aluminum fascia (WFF 2010). Another concrete block lean-to was constructed in 1974 to connect the rocket storage area (west half of building) and materials inspection area (east half) (WFF 2010). This addition has a single hollow steel door with a large aluminum awning on its north elevation and a fixed aluminum frame window with three lights on the east elevation. In 1998, a third lean-to addition was appended to the east side of the middle wing (WFF 2011). Providing a rocket motor assembly area, this addition is concrete block and has a shed roof and half-glazed metal door.

The east elevation consists of one half-glazed metal door with three lights to the north of the 1984 addition, rolling overhead metal doors centered in the 1984 addition, and a single hollow steel door on the northernmost corner of the 1995 prefabricated addition.

Eligibility: This building represents an Industrial property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially,

Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-15 is one of two rocket storage buildings (the other is M-16) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area. It retains its original use.

M-15 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The Rocket Inspection and Storage Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

This building retains its integrity of location, setting, and feeling. However, it has no integrity of design, materials, and workmanship, as the building has had multiple additions, including two major extensions on the east side that altered its historical massing and scale, end, and full-scale replacement of windows and all doors. Consequently, these alterations have compromised the integrity of association.

001-0027-0134

Facility Number: M-16

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Inert
Rocket Hardware and
Hardware Inspection
Shelter No. 2

Property Type: Industrial

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Inert Rocket Hardware and Hardware Inspection Shelter is located on the north half of the Main Base, north of runway 10-28. The site is wooded with Little Mosquito Creek beyond the woods to the north. Concrete pavement surrounds the building. Two asphalt paved roads provide access. A security fence runs along the north perimeter of the property.

The Inert Rocket Hardware and Hardware Inspection Shelter is a one-story concrete block utilitarian style building. It rests on a reinforced concrete slab and has a corrugated metal side-gabled roof. The building originally was open-sided, as the real property records indicate that the building was enclosed with concrete masonry units and interior spaces were partitioned in 1967 (WFF 2011). Two additions were constructed on the building. The first was a 74 by 80 ft addition on west end in 1986. The second was a lean-to, also on the west end, was constructed in 1999 (WFF 2011).

The south elevation consists of three half-glazed metal doors, two replacement overhead steel doors, and two sets of 4 ft-wide double doors. One half-glazed door with sidelights is located on the west end and is flanked by the 4 ft-wide double doors. The 1999 lean-to features a single half-glazed metal door with concrete steps and metal tube railing. Light fixtures are hung over every door.

The west elevation of the lean-to has three bays: a single half-glazed metal door and two fixed aluminum-frame windows. The west elevation of the main building has a single half-glazed metal door with three lights and a set of metal double doors, each with a concrete stoop. The north elevation has one single half-glazed metal door on the west end and hollow steel doors on the east end. A three-sided wood lean-to was added on the rear in 1981. The north end of the east elevation has one half-glazed metal door with three lights. All the windows and personnel doors were replaced in 1999 (WFF 2011).

Eligibility: This building represents an Industrial property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-16 is one of two rocket storage buildings (the other is M-15) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area. It retains its original use.

The Inert Rocket Hardware and Hardware Inspection Shelter has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

M-16 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

This building retains its integrity of location, setting, and feeling. However, it has no integrity of design, materials, and workmanship, as the building has had multiple additions, including two major extensions on the west end, and full-scale replacement of windows and all doors. Consequently, these alterations have compromised the integrity of association.

001-0027-0135

Facility Number: M-17

Construction Date: 1963

DHR Time Period: New Dominion (1945–Present)

Property Name: Heating Plant Building

Property Type: Infrastructure

DHR Historic Context: Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Heating Plant Building is located on the north half of the Main Base, north of runway 10-28. An asphalt paved access road runs south of the building and a security fence extends along the north boundary of the property. A wooded area and the Little Mosquito Creek lie north of the security fence. Buildings Rocket Inspection and Storage Building (M-15) and the Ready Service Pyrotechnics Storage Magazine (M-183) are situated northwest of it.

The Heating Plant Building is a simple, one-story concrete block building, resting on a concrete slab. The flat roof, replaced in 1981 with a four-ply built up roof, has an aluminum fascia. The only entrance is on the south elevation, consisting of a set of double metal doors with three lights and louvered panels. The doors have a steel lintel and concrete threshold. The west elevation has two metal vents below the fascia with metal covers. Exterior utility lines are present on the north and east elevations of the building.

Eligibility: This building is a secondary resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-17 was built in 1963 as a heating plant; it continues to serve this purpose. M-17 was built adjacent to M-15, one of two rocket storage buildings (the other is M-16) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area.

M-17 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The heating plant is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The resource retains integrity, but it is a secondary resource of simple design and common construction; thus, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0137

Facility Number: M-183

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Ready Service
Pyrotechnics Storage
Magazine

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Ready Service Pyrotechnics Storage Magazine is located on the north half of the Main Base, north of runway 10-28. The building was moved from its location by the Ready Issue Explosive Storage Magazine (M-184). It was placed directly north of the Rocket Inspection and Storage

Building (M-15). A security fence is north of the property, beyond which are a wooded area and the Little Mosquito Creek.

This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the east elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, in this case the west elevation, there are two small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof.

M-183 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the Main Base and Wallops Island between 1957 and 1958. As of 2011, 14 buildings of this type are extant. Table 2 lists the four other buildings on the Main Base of this same design, and notes any variances in the standard design, which typically involve the number and placement of vents in the walls.

Table 2. Storage Buildings Surveyed on Main Base with Same Type of Standardized Design

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Date of Construction</i>	<i>Description</i>
001-0027-0132	F-170	1957	Faces south; only 1 vent on left side of door
001-0027-0136	M-25	1957	Faces west
001-0027-0138	M-184	1958	Faces east
001-0027-0150	N-218	1957	Faces northeast

Eligibility: M-183 and the other four buildings on the Main Base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as M-183 in 1957 and 1958 (see Table 2).

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building in Table 2 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common

construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Buildings M-25 and M-184 retain their integrity. Buildings F-170, M-183, and N-218 were moved during the period of significance; therefore, none of them possess integrity of location. Each also has no integrity of setting: in each case, the setting of the current location is not comparable to the historical setting. The removal of each of these buildings from their original location and setting has destroyed its integrity of feeling and association. The resources retain their respective integrity of design, materials, and workmanship.

001-0027-0139

Facility Number:

N-133

Construction Date: 1956

DHR Time Period: New Dominion (1945–Present)

Property Name: NASA Federal Credit Union

Property Type: Personnel Support

DHR Historic Context: Military/Defense, Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The NASA Federal Credit Union is located in the center of the Main Base on Fulton Street, west of runway 4-22. The area is flat and open with some trees to the south. There is a parking lot in front. The Virginia Communications Space Flight Authority Office (N-134) is adjacent to the building.

The Credit Union is a simple concrete block building with a flat roof and metal fascia, resting on a concrete slab. The building was originally used as a filling station. In 1980, the building was divided in two; in 1983 the use changed to a credit union (WFF 2011). The west half of the building is slightly taller than the east half, which has wide metal eaves. The main entrance is through a flat roofed, glass and aluminum vestibule on the north elevation. The vestibule contains a glazed door with sidelights and a

transom. A set of three aluminum frame fixed windows with precast concrete slip sills are located east of the vestibule. A glass and aluminum framed ATM shelter is located on the east end. A single glazed door is located between the ATM shelter and three windows. The east elevation consists of a set of three metal frame fixed windows and a hollow steel door at the southeast corner. The south and west elevations have no openings.

Eligibility: N-133 represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services, including the construction of N-133 in 1956 as a filling station. In 1980, a portion of N-133 was removed to divide the structure into two separate buildings, N-133 and N-134, each used for different purposes; N-133 remained a filling station. A few years later, N-133 was renovated and converted to a credit union office, which opened in May 1986 (WFF 2011).

N-133 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

N-133 lacks integrity due to extensive changes to the building itself and to its setting. The building is in its historical location, but its setting has been altered by the demolition of buildings that were to the north and northwest. The building was extensively altered to divide it into two buildings and convert N-133 from a filling station into a credit union. Consequently, the building has no integrity of design, materials, or workmanship. With the changes to its setting and the lack of its original design features and most of its historical materials, this building has no integrity of feeling or association.

001-0027-0140

Facility Number: N-134

Construction Date: 1956

DHR Time Period: New Dominion (1945–Present)

Property Name: VA Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office

Property Type: Administration

DHR Historic Context: Military/Defense, Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Virginia Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office is located in the center of the Main Base on Fulton Street, west of runway 4-22. The area surrounding the building is flat and open with trees to the south. There is a parking lot in front of the building. The NASA Federal Credit Union building (N-133) is adjacent to it. It originally comprised the west end of N-133, which was a filling station. In 1980, N-133 was divided in two, creating N-134 (WFF 2011).

This is a simple building with a flat roof and metal fascia. The exterior consists of exposed-aggregate precast concrete curtain wall panels. Wide eave overhangs cover concrete sidewalks on the north and west sides. The main entrance is a central glazed door flanked by picture windows on the north elevation. The west elevation has a single hollow steel door at the southwest corner. There are no openings on the south or east elevations.

Eligibility: N-134 represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services, including the construction of N-133 in 1956 as a filling station. In 1980, a portion of N-133 was removed to divide the structure into two separate buildings, N-133 and N-134, each used for different purposes; N-133 remained a filling station and N-134 served as the Wallops Federal Credit Union. N-134 became the Wallops Exchange Office in May 1986 when the

credit union moved to N-133. The building became the Virginia Commercial Space Flight Authority Office in 1998 (WFF 2011).

N-134 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

N-134 lacks integrity due to extensive changes to the building itself and to its setting. The building is in its historical location, but its setting has been altered by the demolition of buildings that were to the north and northwest. N-134, originally part of N-133, was created in 1980 when N-133 was altered and divided into two buildings. Consequently, the building was extensively altered and has no integrity of design, materials, or workmanship. With the changes to its setting and the lack of its original design features and most of its historical materials, this building has no integrity of feeling or association.

001-0027-0141

Facility Number: N-159

Construction Date: 1957

DHR Time: New
Dominion (1945–Present)

Property Name: Research
Aircraft and Observation
Science Lab

Property Type: Research,
Development, and Testing

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Research Aircraft and Observation Science Lab is located on the southern portion of the Main Base, west of runway 4-22. Stubbs Boulevard runs along the west side of the building and Fulton Street runs along the north. There are concrete aprons on all sides of the building, except the west. Drainage channels with concrete headwall culverts run through flat grass areas on three sides of the building. A wood footbridge spans a drainage channel and leads to a parking lot to the west. There are three large propane tanks to the south of the building and the Explosives Handling Storage Building (N-166) to the southwest.

The Research Aircraft and Observation Science Lab consist of three parts: a large hanger bay in the center and two-story wings on the east and west sides. The hangar is supported by nine steel trusses and the wings are built of reinforced concrete. The central hanger has a front gabled roof clad in standing seam metal and features its original metal doors on the north and south elevations. Each hangar door consists of six leafs that when opened, roll on metal tracks into a door pocket on the west side. The doors feature two bands of steel-sash, divided-light windows. The hangar door pockets, gable faces and sides visible above the wings appear to be clad in the original corrugated cement asbestos board panels (WFF 2011). The building rests on a reinforced concrete slab foundation.

The east and west wings are rectangular in plan and have flat built-up roofs with metal fascia. Both have a mix of replacement metal frame fixed windows and bands of metal frame windows comprised of fixed over awning units; the fenestration pattern is irregular. Most of the bands of windows include one or more units covered by panels. Multiple entrances to the wings include a mix of single and double hollow steel or half-glazed metal doors. The northwest elevation of the west wing also features a two-story steel rolling overhead door.

The original boiler house is at the north end of the east wing. The boiler house is three stories tall and includes an external round chimney near the south corner. A two-story addition was appended to the northeast side of the east wing. The north end of the west wing is pierced by two taller, windowless structures, which are mechanical penthouses. Two small one-story additions were built on the northwest side of the west wing, including one with a hollow steel overhead door.

The building has been altered several times since its construction. In 1959, alterations included partitioning the hangar into four model assembly shops and reconfiguring some interior spaces in the east wing in order to add two mechanical penthouses there. The alterations were designed by the Norfolk architecture-engineering firm of Clark, Buhr and Nexsen, which designed several new buildings at Wallops Station in the first few years after it became a NASA facility. A row of offices was added along two of the model assembly shops a few years later. The offices and assembly shops were removed by 1976, converting the space into a hangar once again. At various times, including 1979, 1983, and 1992, interior spaces within the east and west wings were reconfigured for changing needs (WFF 2010). In 1980, all existing windows and exterior personnel doors were removed and replaced. Fixed and fixed-over-hopper windows and insulated panels replaced the original bands of three-light steel-sash windows (WFF 2010, 2011). In July 2000, an elevator was added to the north face of the east wing (Stanley, personal communication May 12, 2011).

Eligibility: This building is representative of a Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957. After the base was transferred to NASA, Wallops converted the building into a range control center and model assembly area (Shortal 1978). By 1973, it was the Environmental Lab. It was known as the Control Center by 1985 (WFF 2011). It is currently the Research Aircraft and Observation Science Lab.

N-159 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The integrity of N-159 has been diminished by material alterations. The resource is in its historical location. Its historical setting in an open area on an aircraft parking apron next to the runway is largely intact, although several large post-1965 buildings are located to the northeast. No additions have been made to the building; however, its integrity of design, materials, and workmanship has been adversely impacted by the removal and replacement of the original windows and personnel doors. The removal of original building materials changed the historic character of the building, thereby diminishing its feeling and association.

001-0027-0142

Facility Number:

N-159E

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: ASR-7
Radar Antenna Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description:

The ASR-7 Radar Antenna Tower was erected on the roof of N-159, the Research Aircraft and Observation Science Laboratory. Both facilities are located in the east-central part of the Main Base. N-159 stands on an L-shaped aircraft parking apron that is located next to a taxiway to runway 4-22. Being next to the runway, the area is flat and primarily open, although a forest is to the southwest.

N-159E stands at the southwest end of the flat-roofed, two-story wing of N-159. The rotating radar stands at the top of a three-story steel tower, which is 20 ft long, 18 ft wide, and 39 ft high. The tower, supported by corner posts and a frame of paired angle chords on four sides, tapers inward slightly as it rises. It was constructed in 1964 on Wallops Island and later moved to this location in 1970 (WFF 2011). The tower includes two square platforms, one at the top and a second one a half story below. The perimeters of both platforms have steel tube handrails. A steel L-shaped staircase with a landing on three levels of the tower is located at the southeast section of the tower.

The antenna consists two parts, a primary and secondary antenna. The primary antenna is doubly curved reflector with a cosecant squared vertical pattern. The secondary antenna is a monopulse, Large Vertical Aperture antenna (Winkler 1997). The secondary component rests on the primary.

Eligibility: This radar antenna tower is representative of a Communications resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The structure was originally located on the northeast corner of the roof of Building F-10, an aircraft maintenance hangar built in 1944 for the CNAAS that was used by NAOTS after World War II as a hangar and offices (URS and EG&G 2004). No information identifying when the tower was erected on

F-10 was found. The radar tower was modified and relocated to the roof of N-159, the range control center and model assembly area, in 1961 as part of an overall facility expansion and modification program at Wallops Station after it became an operational facility of the newly-established NASA. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. An ASR-7 radar is mounted to the top of the tower. ASR-7 is one type of airport surveillance radar. This older type of radar uses analog technology to detect aircraft position and weather conditions (Federal Aviation Administration 2007).

N-159E has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This structure is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location on the roof of N-159, the tower was evaluated under Criteria Consideration B in addition to Criteria A–D. N-159E is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The antenna tower was moved during the period of significance; therefore, it does not possess integrity of location. It does, however, have integrity of setting because its placement on the roof of a large hangar that is in proximity to a major runway is comparable to its original site. The design of the structure has been modified by the addition of a second platform near the top of the tower. The resource retains its integrity of materials, workmanship, feeling, and setting.

001-0027-0143

Facility Number:

N-162

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Telecommunications
Facility Building

Property Type:

Communications

DHR Historic Context:

Military/Defense,
Technology/Engineering



Setting and Description: The Telecommunications Facility Building is located on the southern portion of the Main Base, west of runway 4-22. An asphalt paved road runs along the north and west sides of the building connecting it to other buildings on the base. Situated on a flat, open section of the base, the building is surrounded by antennas, mechanical equipment, and an oil tank. Several of the antennas are included in this survey. Electrical equipment is contained in a chain-link fence at the south corner. There are concrete parking lots on the east and west sides of the building.

The two-and-a-half-story north wing of the building was constructed in 1959 in a simple utilitarian style. It is composed of concrete walls and rests on a reinforced concrete slab. Metal tube railing runs along the perimeter of the shallow side-gabled metal and concrete roof. Two metal platforms with satellite dishes are situated on the northeast and southeast corners of the roof, with a free standing antenna on the northwest corner. The two-story south wing of the building was constructed in 1963 (WFF 2011). Like the north wing, the south wing rests on a reinforced concrete slab and has a flat roof. The south wing, however, is built of concrete block (WFF 2010). Metal tube railing runs along the perimeter of the roof. The roof was replaced most recently in 1981 with a four-ply built-up roof (WFF 2011).

The main entrance to the building is on the west elevation, situated between the north and south wings. The entryway is through a metal and glass vestibule with a standing seam metal shed roof. A concrete ramp with metal tube railing leads to the entrance. Double half-glazed hollow metal doors are located north of center on the south wing.

The south elevation contains two small aluminum frame fixed windows on the second story, which were added at an unknown time. A pipe protrudes from the first story and pierces the roofline. A small metal

vent is located to the right of the pipe. The east elevation provides additional points of entry to the building. Two double overhead metal doors are located on the north corner, a set of double half-glazed metal doors are situated on the south corner, and a single half-glazed metal door is in the center of the south wing. A small metal and glass vestibule with a flat roof and single glazed door is located in the center of the two wings. Both this metal vestibule and the one on the west elevation replaced the original wood ones. There are two bays of triple aluminum-frame fixed windows on the first and second stories of the north wing. There is a new window (second story) and louver on the south wing and two original windows removed (first story) on southeast elevation. Two metal vents are located in the south corner of the south wing.

The north elevation has a set of metal double doors on the second story, used as an exit. Metal exterior stairs with metal tube railing extend from the exit to the ground. The entry and staircase are not original to the building. A storage room addition was appended to northeast elevation in 1986 (WFF 2011).

Eligibility: This building is representative of a dual-function Research, Development and Testing and Communications resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy constructed N-162 in 1957. After the base was transferred to NASA, Wallops converted the building into a telemetry building. Within a few years (1963), the building was expanded with a 61 by 82 ft (full-width) addition on the southwest end (WFF 2010). It became the Telecommunications Facility in 1984 (WFF 2011).

N-162 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building has a moderate level of integrity. It is in its historical location and its setting is largely intact, although a few small buildings and a couple of antenna towers, all post-dating 1965, have been

erected to the south and southeast. The few changes to the door and fenestration patterns of the building, as well as the small addition on the northeast elevation, have diminished the integrity of design and materials. The building possesses integrity of workmanship, feeling, and association.

001-0027-0144

Facility Number: N-162B

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Frequency
Monitoring Antenna Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Frequency Monitoring Antenna Tower was erected on the southeastern part of the Main Base, southeast of runway 4-22. The tower is directly west of N-162, the Telecommunications Facility Building, and southwest of N-172, the Bore Sight and Calibration Tower. The area is open and flat, with a stand of trees to the west. There is a drainage ditch with concrete headwall culverts to the southeast. A small, flat roofed shed rests on the southeast corner of the tower's concrete pad. It is metal framed with ribbed metal siding and roof cladding. The shed appears to be vacant.

The Frequency Monitoring Antenna Tower is a steel-frame square structure, bolted to a concrete pad foundation. It is seven stories (75 ft) high and roughly 18 ft square at the base. The rotating antenna rests on the top of the tower and is mounted on a steel pole. The tower tapers at the fourth course of its four steel corner posts and steel angle framework. The top of the tower has a metal grate platform with yellow metal tube handrails. Four flights of metal L-shaped stairs extend through the middle of the tower, reaching an additional flight of metal stairs on the south elevation. The stairs provide access to a metal ladder encircled by a metal cage, which extends to the platform.

Eligibility: This antenna tower is representative of a Communications resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this Frequency Monitoring Antenna Tower in 1963.

N-162B has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This antenna tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity; however, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0145

Facility Number:

N-163

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Antenna
Calibration Measurement
Facility

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Antenna Calibration Measurement Facility is located on the southern portion of the Main Base, immediately west of runway 4-22. The building stands at the edge of an isolated, flat open field. A concrete pad leads from N-163 to the runway and in the other direction, a row of concrete pads extends to an abandoned wooden platform and concrete footings of a demolished building. Remnants of another foundation are in the vicinity of the runway. A raised cable track extends from the southeast corner of the building. It has toppled over.

This one-story concrete block building was constructed in 1963 and is a small utilitarian structure. Portions of the concrete block exterior have been covered with stucco. The building rests on a concrete slab foundation and has a platform on top of the flat roof with an aluminum fascia. The platform is surrounded by a wooden railing. A wooden staircase, leading to the roof, is located on the east elevation. The wood platform, railing, and staircase are all additions (WFF 2011). The only entrance is on the south elevation, consisting of a single hollow steel door. Concrete steps with metal tube railing leads to the door. The west elevation features a single metal sash fixed over awning window with concrete lug lintel and slip sill. The north elevation has an original two-over-two, double-hung, wood sash window with concrete slip sill and no lintel.

Eligibility: This building represents a secondary Research, Development and Testing resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components

related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. N-163 was originally an Air to Ground Blockhouse, and included two radio frequency electronics van trailers. In 1971 the trailers and all piers, jacks, conduits, and connections were removed and the building changed to an antenna calibration measurement facility. As a result of the removal of the van trailers, new concrete block walls for N-163 were installed in 1973 (WFF 2011).

N-163 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The Antenna Calibration Measurement Facility is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

Changes to the building and its surroundings have negatively affected several aspects of the integrity of N-163. The building is in its historical location. The setting is diminished by the removal of two to three other buildings or structures that were in the proximity to N-163 and probably once associated with it. The design and materials of the building have been compromised by the installation of new concrete block walls in 1973, the replacement of one of the windows, and the installation of a wood platform on the roof and the stairs that lead to it. The physical changes to the building and its setting have removed the historical association of the building. However, it does retain integrity of feeling and workmanship.

001-0027-0146

Facility Number: N-164

Construction Date: 1965

DHR Time Period: New
Dominion (1945–Present)

Property Name: High Frequency
Receiver Antenna -No. 2-
Rotating

Property Type: Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The High Frequency Receiver Antenna is located on the southern portion of the Main Base, to the southwest of runway 4-22. An observation tower and two antennas are located to the north. The area is mostly an open, flat field. There are pine trees to the west of the antenna.

This High Frequency Receiver Antenna consists of a steel pole supported by two triangular, steel framed towers. The support towers extend three quarters of the height of pole and are fortified by four guy wires. The pole is raised about 2 ft off the ground and has a round antenna attached to the top. The central pole and support towers are bolted to a concrete pad. Cables extend up the southern support tower and wrap around the top quarter of the pole. The antenna stands 105 ft high and was relocated to this site in 1981. As-built drawings indicate that it was originally affixed to a concrete pedestal with a spiral staircase (WFF 2011). Its configuration is similar to an Omni Transmitter Antenna, which was used by the Navy for short range communications (Best et al. 1997).

Eligibility: This High Frequency Receiver Antenna is representative of a Communications resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a

test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this antenna in 1965.

N-164 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This antenna is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity, but it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0147

Facility Number: N-166

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Explosives Handling
Equipment Storage
Building

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Explosives Handling Equipment Storage Building is located on the southern half of the Main Base, west of runway 4-22. Stubbs Boulevard runs along the west side of the

building. The area around the building is flat and open with forest to the south and west. A gravel road leads to it.

This is a simple concrete block building with a flat roof and aluminum fascia. The building rests on a raised concrete foundation. A hollow steel door on the east elevation is the only point of entry. This door replaces the original paneled and louvered door (WFF 2011). A single metal louvered window with a precast concrete slip sill is located in the center of both the north and south elevations. The west elevation has no openings.

Eligibility: The Explosives Handling Equipment Storage Building represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

N-166 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. N-166 retains integrity, but it is a secondary resource of simple design and common construction; thus, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0148

Facility Number: N-167

Construction Date: 1965

DHR Time Period: New Dominion (1945–Present)

Property Name: X-Band Antenna Central Control Building

Property Type: Communications

DHR Historic Context: Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The X-Band Antenna Central Control Building is located on the southern portion of the Main Base, southwest of runway 4-22. This building is one component of a cluster of six to eight buildings situated on a flat open area of grass. A satellite antenna is visible from the building. A raised metal track runs eastward from the southeastern corner of the building. A small substation is situated on the building's south side.

This single-story metal building was constructed in 1965 and is of a simple utilitarian style. It is a basic rectangular form, resting on a reinforced concrete foundation, with a front gabled, standing seam metal roof. The walls are sheathed with ribbed metal panels. The façade of the building faces west and is composed of a single door and a set of double doors. Two light fixtures frame the double doorway. Vents are situated in the east and west gables. A raised concrete stoop, reached via three stairs, leads to the entrance. A metal tube railing surrounds the porch.

The north elevation consists of three bays of steel sash fixed and awning windows with large sills. Each window has four lights. The south elevation is composed of two bays with windows of the same type. A 400 square-foot addition was completed on the southeastern corner of the building in 1974 (WFF 2011), resulting in a distinct change to the east elevation of the building. The addition has metal plates in the gable peaks with the name “Armco,” a company that manufactures steel products (AK Steel Corporation 2011). The original east elevation is composed of a double window of the same type described above. There are two bays in the addition: one fixed aluminum over awning window and a glazed door. A

concrete stoop, with three stairs facing east, leads to the door. The stoop is surrounded by metal tube railing.

Eligibility: The X-Band Antenna Central Control Building is a Communications property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1965. It retains its original use.

N-167 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building retains integrity of location, as it is in its historical location. The setting of the resource has been adversely impacted by the construction of a few post-1965 buildings and concrete paved areas to the north and northeast. The building’s integrity of design was diminished by the addition at the southeast end, which nearly doubled the size of the building. The resource retains integrity of materials, workmanship, and feeling. It lacks integrity of association, however, because of the changes to its surrounding and to the original design.

001-0027-0149

Facility Number: N-174

Construction Date: 1962

DHR Time Period: New
Dominion (1945–Present)

Property Name: Bore Sight and
Calibration Tower

Property Type: Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Bore Sight and Calibration Tower was erected on the southeastern part of the Main Base, southeast of runway 4-22. The tower is in a densely forested area, next to a second unmarked tower. Cables attach it a small flat roofed building (N-174B).

This is a 150 ft galvanized steel tower bolted to concrete footings at each corner. The tower, which is supported by steel posts and angles, tapers slightly. Metal stairs with metal tube handrails climb around the exterior of the tower to reach a metal grate platform with metal tube railing at the top. Cables run through the center of the tower, attaching to N-174B. A metal pull down ladder directly behind the building reaches the first flight of stairs on the tower. There are several antennas attached to the tower, including parabolic dishes and double curved types.

Eligibility: The Bore Sight and Calibration Tower is representative of a Communications resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965. The tower was used to track the direction of all telemetry antennas in the area.

N-174 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

This tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity, but it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0151

Facility Number:

N-222

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name: Surplus
Utilization and Disposal
Building

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Surplus Utilization and Disposal Building is located on the southern half of the Main Base, at the south end of Wormhoudt Street. A gravel road leads from Wormhoudt Street to a graveled area around the building, except on the west side, which is paved with asphalt. There is a separate fenced area for vehicle storage and equipment on site. A concrete pad with wood stairs houses an oil tank, which is located at the southeast corner of the building.

This is a one-story, utilitarian, concrete block building with a barrel arched standing seam metal roof. It has a concrete block lean-to on the north elevation and a six-bay wood framed porch supported by seven concrete block posts on the south elevation. The porch has exposed rafters and a standing seam metal

shed roof. It shelters a hollow steel door in the second bay from the west end. A wood framed lean-to with a shed roof is affixed to the east elevation. It is constructed of painted plywood or pressboard. The south elevation of the wood framed lean-to has a set of double wood doors.

The west elevation has a central overhead aluminum door and a single hollow steel door to the south. Two awning windows underneath fixed metal framed windows are located in the southwest corner. The east elevation has a set of double hollow steel doors on the southeast corner, next to the wood framed lean-to, and a single door on the northeast corner. The north elevation features four overhead steel doors, evenly spaced in the concrete block lean-to.

Eligibility: The Surplus Utilization and Storage Building represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

N-222 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the Main Base was identified because of a lack of significance and integrity (refer to Section 4.1.1).

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. N-222 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building has moderate historic integrity. It is in its historical location and the immediate setting of the building retains its historical character except for the addition of a small post-1965 shed to the southeast. The integrity of design has been diminished by the full-length lean-to addition on the rear and there has been a minor adverse effect to the materials of the building due to the replacement of an overhead door and the personnel doors. The building retains integrity of workmanship, feeling, and association.

4.2 Wallops Mainland

Eighteen of the 76 resources surveyed are located on Wallops Mainland (Figure 4; Table 3). Seven of these are antennas, nine are buildings, and one is a causeway and bridge. These resources represent six property types: eight are communications; five are research, development, and testing; two are infrastructure; one is industrial; one is transportation; and one is storage. Seven of the resources, including five antennas, are less than 50 years old. The survey revealed that U-66, a transmitting antenna that was erected in 1965 at the north end of Mainland Road, has been dismantled and removed. Only two triangular concrete footings remain.

Table 3. Resources Surveyed on Wallops Mainland

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Property Name</i>	<i>Date of Construction</i>
001-0027-0152	I-004	Wallops Island Causeway and Cat Creek Bridge	1960
001-0027-0153	U-005	Mainland Terminal Building	1961
001-0027-0154	U-20A	Radar Antenna Pedestal Tower "B"	1959
001-0027-0155	U-20B	Electric Power Control Building	1959
001-0027-0156	U-25	Radar Operations Building	1959
001-0027-0157	U-25A	Radar Antenna Pedestal Tower "A"	1959
001-0027-0158	U-26	Projects Maintenance Shop	1960
001-0027-0159	U-27	Spare Parts Storage Building	1961
001-0027-0160	U-30	Spandar Radar Operations Building	1960
001-0027-0161	U-30A	Spandar Radar Pedestal Tower	1960
001-0027-0162	U-40	Mobile Radar Laboratory	1961
001-0027-0163	U-55	Transmitter Building	1964
001-0027-0164	U-55A	High Frequency Antenna Tower	1965
001-0027-0165	U-60	Army/Navy Fixed Radar Q-6 (AN/FPQ-6) Collimations Beacon & Tower	1964
001-0027-0166	U-64	Communications Antenna Support Tower	1965
001-0027-0167	U-70	AN/FPQ-6 Radar Building	1964
001-0027-0168	U-70A	AN/FPQ-6 Radar Antenna Pedestal Tower	1964
001-0027-0169	U-80	Atmospheric Physics Measurement Laboratory	1965

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Figure 4. Resources Surveyed on Wallops Mainland

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4.2.1 Historic District Evaluation

The surveyed buildings on Wallops Mainland have been evaluated as contributing resources of a historic district associated with NASA's early operations in manned space flight and space science research at Wallops Station. Issues of significance, integrity, and boundaries were carefully considered for a proposed district. On Wallops Mainland there are 10 resources greater than 50 years old and 19 resources less than 50 years old (12 of the 19 are not included in the survey because they were built after 1965). Because the majority of the resources in a historic district on Wallops Mainland are less than 50 years old, the district was evaluated under Criteria Consideration G in addition to Criteria A–D.

Wallops Mainland does not constitute a NRHP-eligible historic district because of a lack of significance. A historic district on the Mainland is not eligible under Criterion A because WFF is not associated with events that have made exceptionally important contributions to the broad patterns of our history at the local, state, or national level. Wallops served an important role as the NASA rocket test range, enabling the facility to fulfill its mission for NASA programs as well as expand its scientific research capabilities to non-military and non-government entities. However, the Wallops facility and the operations that occurred here between 1959 and 1965 were not central to the NASA organization. Wallops did not have a leading role in the research and development of major NASA programs. For a brief period, Wallops was involved in Project Mercury by testing hardware, training support personnel, and being the site for two unmanned flights; however, the most important developments of this major mission, particularly astronauts ascending into orbit, occurred at other facilities. From its start in 1959, Wallops was a “service center” in the NASA organization, supporting the projects of the NASA “field centers” such as Houston and Cape Canaveral, for instance, which had the high priority NASA missions. Furthermore, the projects performed at Wallops that involved the launching, tracking, and acquisition of data from rockets using radar and radio-telemetry techniques “could have been, and often were, conducted from other facilities” (Wallace 1997, 108). Thus, the mission and activities of Wallops Station were not singular or exceptional to the history of NASA in this period.

Documentary research has not revealed information that a historic district at the Mainland of WFF is eligible for the NRHP under Criterion B for association with the life of a person who made exceptionally important contributions in history.

The resources on Wallops Mainland do not constitute a historic district under Criterion C because they do not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. Although a district on the Mainland largely retains integrity, the pattern of development of the Mainland was of an additive nature based on program needs rather than on an overarching master plan. NASA added buildings and structures to this area over time based on necessity. The result is an irregular layout of buildings and features and an incohesive mix of massing, forms, and surface materials. Furthermore, the individual components represent utilitarian design based on functional requirements, and

employ common materials and methods of construction. During a 1964 review of planning and construction of existing NASA facilities, the House Committee of Science and Aeronautics called Wallops' layout "confused and congested" and concluded that "[NASA] builds no monuments here" (Wallace 1997, 110, 111). None of the buildings evaluated in this survey and in the 2004 survey possesses architectural significance for their building type, period, or method of construction.

A historic district eligible under Criterion D is not present on the Mainland because no surveyed architectural resources were found to have the potential to yield additional information exceptionally important in history or prehistory.

4.2.2 Individual Resource Evaluations

001-0027-0152

Facility Number: I-004

Construction Date: 1960

DHR Time Period: New Dominion (1945–Present)

Property Name: Wallops Island Causeway and Cat Creek Bridge

Property Type: Transportation

DHR Historic Context: Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Wallops Island Causeway and Cat Creek Bridge links NASA facilities on Wallops Island with the Mainland. The road runs northwest-southeast across an open and flat expanse of marshes. At the northwest end of the causeway, near the boundary of the NASA property on Wallops Mainland, is a gate house; a NASA security force controls access to the Wallops Island facility from the Mainland.

The Wallops Island Causeway is 2.25 miles long and 20 ft wide. The two-lane road (there are no shoulders) was built on fill and originally paved with asphalt cement. Before its intersection with North Seawall Road on Wallops Island, the road splits and curves in two directions to provide a continuous turn to and from North Seawall Road; this feature is original to the design of the causeway (WFF 2011).

The Cat Creek Bridge is 1,320 ft long and consists of four prestressed precast concrete beams supported on 20 pairs of reinforced concrete rigid piers founded on prestressed concrete piles. The piers themselves comprise prestressed hollow cylindrical piles (WFF 2011). The reinforced concrete bridge deck carries two, 10 ft wide, concrete-paved traffic lanes with aluminum guardrails. The abutments are also reinforced concrete. Runoff from the bridge is conveyed by two channels below each abutment; the channels under the southeast abutment are paved in concrete and those under the northwest abutment are lined by two rows of hardened sand bags. The embankment along Cat Creek below the southeast abutment is also lined with hardened sand bags. The bridge was constructed with a 6 percent grade in order to provide a 40 ft minimum clearance from mean high tide level to the bottom of the bridge deck (WFF 2011). The 6 percent profile extends from sloped fill approaches on both ends of the bridge. Conduits carrying various utility lines are attached to both sides of the bridge and on top of the concrete curb next to the Mainland-bound traffic lane. In the area between the center two pairs of bridge piers, wood piers and galvanized metal sheathing were installed in 1999 to protect the bridge piles adjacent to the intracoastal waterway passage.

Because of traffic loads and environmental exposure, the causeway and bridge have received numerous resurfacing and repairs over time. Total resurfacing of the causeway was completed in 1967 and 1983 (WFF 2011). Major repairs to the bridge have occurred in 1988 and 1993. The work in 1988 included repairing detached and spalled concrete surfaces on bridge piers, beams, and diaphragms; repairing spalled and delaminated areas of bridge deck; sealing bridge deck joints; strengthening the beams of two of the spans; and restoring lost beam prestress force by post-tensioning methods. In 1993, piers, abutments, curbs, parapets, and broken railings were repaired; the bridge beams were coated with epoxy; and the guard rails at the bridge approaches were upgraded to meet current safety standards (WFF 2011). Most recently, in late 2009 and early 2010, joints on the bridge deck were reconstructed and other patchwork was completed. Additional maintenance projects are planned to be undertaken in the coming years.

Eligibility: The causeway and bridge represent a Transportation resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. These structures are one of several dozens of buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion of Wallops Station also included acquisition of 216.6 acres on the Mainland, plus 1,031.4 acres of marsh between the Mainland and island, in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s.

NACA, the predecessor to NASA, had wanted to have a causeway between the Mainland and Wallops Island since it had established a testing site on the island in 1945. NACA had even chosen a route for a causeway. Without a road between the island and Mainland, construction costs on Wallops Island were higher because of the island’s isolation and transportation difficulties (Shortal 1978). One of NASA’s

priorities for the expansion of Wallops Station was construction of a causeway to the Mainland. NASA contracted the Baltimore, Maryland, architecture-engineering firm of J. E. Greiner Company to design the causeway and bridge and Tidewater Construction Company from Norfolk, Virginia, to build them (WFF 2011). The causeway route followed an existing power line across the marsh, which was the same route that was selected in 1945 (Shortal 1978). Upon completion, the causeway and bridge carried Wallops Island's power and water lines (*Goddard News* 1988). Construction of both structures began on January 2, 1959 and was completed on April 2, 1960. The cost of the project was just under \$1.48 million (WFF 2011). When completed, the causeway and bridge not only provided vehicular access to Wallops Island, but also carried the water and electrical lines serving the island facilities (*Goddard News* 1988).

I-004 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Wallops Island Causeway and Cat Creek Bridge are recommended not individually eligible for listing on the NRHP because they lack of significance. Under Criterion A the structure were important for facilitating the physical development of Wallops Island, but the resources built here were not part of major NASA research and development programs. Wallops continued to be a service center in support of the NASA organization. The causeway and bridge are not associated with the life of a person significant in our past; therefore, they are recommended not eligible under Criterion B. The structures retain their integrity overall; however, they are recommended not eligible under C because they are not early or unique examples of a type, period, or method of construction for a road or bridge. Precast prestressed concrete beam bridges like the Cat Creek Bridge are ubiquitous after the mid-1950s. I-004 is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0153

Facility Number:

U-005

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Mainland
Terminal Building

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Mainland Terminal Building is located on Wallops Mainland at the east corner of Causeway and Mainland Roads. The area is flat and open. The AN/FRQ-6 Collimation Beacon and Tower (U-060) is visible to the northeast.

The Mainland Terminal Building is a simple, one-story concrete block building with a reinforced concrete slab foundation and a flat roof deck and metal fascia. A wood handrail runs the perimeter of the roof. A metal staircase with metal tube railing on the north elevation provides access to the roof. The only entrance is a set of steel double doors with view windows on the west elevation. A concrete ramp is in front of the doors. There are no other openings in the building.

Eligibility: This building is representative of an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). NASA constructed this building in 1960; it has been used as the Mainland terminal facility since its construction.

Historic Resources Eligibility Survey, Wallops Flight Facility

The Mainland Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Mainland Terminal Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0154

Facility Number: U-20A

Construction Date: 1959

DHR Time Period: New
Dominion (1945–Present)

Property Name: Radar
Antenna Pedestal Tower “B”

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: Radar Antenna Pedestal Tower “B” is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The tower stands in the second cluster of buildings and structures at the end of Mainland Road. The Electric Power Control Building (U-20B) is connected to the antenna with cables.

The Radar Antenna Pedestal Tower “B” is one of three developed by NASA in partnership with MIT’s Lincoln Laboratory, an early departure from DOD contracts (Wallace 1997). The other two are the Radar Pedestal Tower “A” (U-25A) and the Spandar Radar Pedestal Tower (U-30A). It consists of a reinforced

concrete cylinder, 35 ft, 6 inches in height and 12 ft in diameter, and the antenna arm. A photograph taken in 1980 shows a large dish-shaped antenna attached to the arm, about 50 ft in diameter, and two circular platforms around the top and middle of the cylinder (WFF 2011). These platforms have since been removed and a parabolic dish antenna was removed from the pedestal on January 4, 2011. A square steel platform was erected in 1992 at the top of the pedestal and is supported by four steel posts bolted to concrete footings and framing built of steel angles. The platform has a metal tube railing. A landing is about midway up the northeast elevation of the platform tower. A metal staircase extends to the platform on the northwest and northeast elevations.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). Both radars and associated pedestal towers were installed in 1959.

U-20A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Radar Antenna Pedestal Tower “B” is not individually eligible for listing on the NRHP because it lacks significance and integrity. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The integrity of the tower has been adversely affected by alterations that have been completed within the past 20 years. The structure is in its historical location. The setting has been changed somewhat by the removal of a hemispherical dome structure that once stood adjacent to the tower and the addition of a post-1965 building next to it. The design and materials of the tower have been diminished by the removal of the parabolic dish antenna and circular metal platforms around the pedestal, and the addition of steel

framework around the entire concrete pedestal. Although the workmanship and association remain relatively intact, the integrity of feeling has been compromised by the alterations and changes in setting.

001-0027-0155

Facility Number:

U-20B

Construction Date: 1959

DHR Time Period: New
Dominion (1945–Present)

Property Name: Electrical
Power Control Building

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Electric Power Control Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The building resides in the second cluster of buildings and structures at the end of Mainland Road. Radar Antenna Pedestal Tower “B” (U-20A) is connected to the building.

The Electric Power Control Building is a small, rectangular, wood framed building on a concrete slab. The sides are sheathed in painted composition board with wood corner boards and fascia. The roof is flat with corrugated metal decking. The only opening is a set of replacement double hollow steel doors in the southwest elevation. There are six metal conduits on the southeast, two of which connect the building to antenna U-20A.

Eligibility: This building represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars. The

Electrical Power Control Building is associated with U-20A, one of the two large, long-range radars (U-25A is the other) that MIT's Lincoln Laboratory installed in 1959 to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). U-20B was built in 1959.

U-20B has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Electrical Power Control Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0156

Facility Number: U-25

Construction Date: 1959

DHR Time Period: New
Dominion (1945–Present)

Property Name: Radar
Operations Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Radar Operations Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near it. A one lane asphalt-paved road (Mainland Road) provides access to the building, which is surrounded by an asphalt-

paved parking area. The building is connected to the Radar Antenna Pedestal Tower “A” (U-25A) by a metal track, which carries cables.

The Radar Operations Building is a one-story, prefabricated metal building with a side gable corrugated metal roof and concrete slab foundation. The sides are sheathed in ribbed metal siding, which was installed in 1987 (WFF 2011). There are shed roofed lean-to additions on the southeast and southwest elevations.

The southwest elevation has a single door entry southeast of the lean-to with a single and pair of one-over-one double-hung wood-sash windows. There are no openings southwest of the lean-to. The northeast elevation has central double doors with view windows and a concrete ramp. It has a slightly off-center single hollow steel door flanked by four one-over-one double-hung wood-sash windows. The lower sashes have screens. An overhead metal door and single hollow steel door are located on the east end. The building’s original windows and doors were replaced in 1987 (WFF 2011).

The southeast lean-to has a single hollow steel door leading into a hallway and entry. The lean-to was added in 2001 (WFF 2011). Two fixed windows are on either side of the lean-to. Two one-over-one double-hung wood-sash windows flank the lean-to. The southwest lean-to, which was added in 1966 (WFF 2011), has a half-glazed single door on its northwest elevation and a fixed window on the southwest.

Eligibility: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars. The Radar Operations Building is associated with the two large, long-range radars (U-20A and U-25A) that MIT’s Lincoln Laboratory installed in 1959 to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). U-25 was built in 1959.

U-25 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction

and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Multiple alterations to U-25 have compromised the integrity of the building. The building is in its historical location. Few changes have occurred to the surrounding environment, so U-25 retains integrity of setting. The building lacks integrity of design, materials, and workmanship because of multiple alterations to historical features and materials, including the installation of new exterior siding, the removal and replacement of all windows and doors, and the recent construction of an addition on the southeast elevation. These changes have also impacted the integrity of feeling of the building; however, integrity of association is intact.

001-0027-0157

Facility Number: U-25A

Construction Date: 1959

DHR Time Period: New
Dominion (1945–Present)

Property Name: Radar
Antenna Pedestal Tower “A”

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Radar Antenna Pedestal Tower “A” is located on Wallops Mainland, on Mainland Road south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near the tower, which is surrounded by an asphalt-paved parking area. A raised metal track, carrying cables, connects it to the Radar Operations Building (U-25).

The Radar Antenna Pedestal Tower “A” is one of three developed in by NASA partnership with MIT’s Lincoln Laboratory, an early departure from DOD contracts (Best et al. 1997). The other two are the Radar Pedestal Tower “B” (U-20A) and the Spandar Radar Pedestal Tower (U-30A). It consists of a pedestal, 35 ft 6 inches in height and 12 ft in diameter, and the antenna itself. The entire structure rests on a concrete pylon about 12 ft in diameter. The antenna is a parabolic dish about 50 ft in diameter. It is framed with metal bars and cross bars and has a solid metal center. A pyramid of metal bars rests atop the center. The antenna is attached to the pedestal with a mechanical arm that allows it to change position. The pedestal is a reinforced concrete cylinder with two metal framed catwalks with metal handrails. One catwalk runs along the perimeter of the cylinder about half way up, the other extends along the top of the northeast elevation. A metal ladder with a steel cage around it provides access to both platforms. There is one point of entry to the pedestal, through a single half-glazed door on the southwest elevation.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). Both radars and associated pedestal towers were installed in 1959.

U-25A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Radar Antenna Pedestal Tower “A” is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower retains integrity, however, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0158

Facility Number: U-26

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Projects
Maintenance Shop

Property Type: Industrial

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Projects Maintenance Shop is located on Wallops Mainland, on Mainland Road south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near it.

The Projects Maintenance Shop is a simple, one-story rectangular building with a metal barrel arched roof and a concrete foundation. Three courses of concrete block meet corrugated metal siding on the northwest and southeast elevations. The northeast and southwest elevations are faced with plywood and wood battens. The southwest elevation contains the only entrance, a replacement overhead door with two lights. This is flanked by two six-over-six double-hung wood-sash windows. An entrance in the northeast elevation has been covered with plywood.

Eligibility: This building is an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars (Shortal 1978). U-26 was constructed in 1960.

Historic Resources Eligibility Survey, Wallops Flight Facility

U-26 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Projects Maintenance Shop is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0159

Facility Number: U-27

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Spare
Parts Storage Building

Property Type: Storage

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Spare Parts Storage Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east, with tall grass surrounding it, and an agricultural field is to the west of the NASA property. A one lane asphalt-paved road (Mainland Road) provides access to the building. There are three clusters of buildings and structures near it.

The Spare Parts Storage Building is a simple, one-story wood frame Quonset hut. The barrel arched roof, which is clad in corrugated metal, meets the concrete slab foundation. The southwest and northeast ends are sheathed in plywood with battens. The only entrance is a replacement aluminum overhead door with

two lights on the southwest elevation. The overhead door is flanked by two, two-over-two double-hung wood-sash windows. The northeast elevation has two windows of the same type flanking an entryway that has been covered by plywood.

Eligibility: This building is representative of a Storage resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars (Shortal 1978). U-27 was constructed in 1961.

U-27 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Spare Parts Storage Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple, utilitarian design and construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. Quonset huts were routinely used for storage and ubiquitous to federal installations, particularly DOD installations, during and after World War II. U-27 is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0160

Facility Number: U-30

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Spandar
Radar Operations Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Spandar Radar Operations Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The building resides in the last cluster of buildings and structures at the southwest end of Mainland Road. The Spandar Radar Pedestal Tower (U-30A) and an oil tank (U-30B) are located on the southwest and northeast sides of the building, respectively.

The Spandar Radar Operations Building is a prefabricated metal building with ribbed metal siding and a side gable roof. The siding was installed in 1987 to replace the original transite asbestos board sheathing (WFF 2011). An addition was completed on the southwest side of the building in 1987 (WFF 2011). It is a prefabricated metal building, approximately 2 ft shorter in height than the original building. The addition has a side gable, ribbed metal roof. The main entrance is a glass and aluminum vestibule with a flat roof and single glazed door, located on the north end of the original building's northwest elevation. The vestibule was added in 2001 (WFF 2011). A concrete ramp with metal tube handrails leads to the door. Two one-over-one double-hung aluminum-sash windows, one set of double doors with view windows, and two louvered windows complete the northwest elevation of the original building. All the original windows and doors were replaced in 1987 (WFF 2011). The addition has two sets of double doors, one with view windows, and a one-over-one double-hung aluminum-sash window.

The southwest elevation has two louvers in the gable, as well as a round metal vent, and a set of double doors in the west corner. A small hyphen with a shed roof and single metal door with a view window connects U-30 to U-30A. The southeast elevation consists of five one-over-one double-hung aluminum-sash windows and two sets of double metal doors with view windows. Two windows are evenly spaced

in the addition, two are centered between the sets of double doors, and one is located on the south end. The northeast elevation has two louvers in the gable; one is larger than the other.

Eligibility: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars. The Spandar Radar Operations Building is associated with the Spandar radar (U-30A), a long-range radar. NASA contracted MIT to develop this radar for NASA to use in satellite and reentry vehicle tracking (Shortal 1978). U-30 was built in 1960.

U-30 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Spandar Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

This building lacks integrity due to multiple alterations. The building is in its historical location. The setting has changed somewhat with the addition of a couple of small post-1965 buildings in the vicinity, but they have not adversely impacted the overall character of the surroundings. The building possesses no integrity of design, materials, and workmanship due to several substantive alterations, including removal and replacement of all original doors and windows, the reconfiguration of fenestration on the primary elevations, the replacement of the original exterior siding, and the construction of a large prefabricated metal addition on the north end of the building. These changes have also adversely impacted the integrity of feeling of the building; however, integrity of association is intact.

001-0027-0161

Facility Number: U-30A

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Spandar
Radar Tower Pedestal

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Spandar Radar Pedestal Tower is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The antenna is within the last cluster of buildings and structures at the southwest end of Mainland Road. A hyphen attaches it to the Spandar Radar Operations building (U-30). U-30B, an oil tank, is located on the northeast side of the building.

The Spandar Radar Antenna Pedestal Tower is the last of three developed by NASA in partnership with MIT's Lincoln Laboratory and the only one operated solely by NASA (Wallace 1997). The other two are Radar Antenna Pedestal Towers "B" (U-20A) and "A" (U-25A). U-30A consists of a pedestal 90 ft in height and 60 ft in diameter resting on concrete piles. A parabolic dish antenna about 50 ft in diameter is attached to the pedestal with a mechanical arm that allows it to change position. The antenna is framed with metal bars and cross bars and has a solid metal center. A pyramid of metal bars rests atop the center. The pedestal is composed of two parts, a reinforced concrete base and a tapered upper half, sheathed in metal siding. It has a metal framed platform on the top of the cone, a metal framed catwalk just below the platform, and two metal framed landings; one is located in the center of the tapered section on the north elevation and the other is on northwest side of the concrete cylinder. A metal ladder surrounded by a metal cage extends from the ground to the platform along the north elevation. There is one metal louvered window with a concrete sill near the ground on the east elevation.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a DOD antimissile program (the D58 Trailblazer reentry project). NASA subsequently contracted MIT to develop a long-range radar for NASA to use in satellite and reentry vehicle tracking (Shortal 1978). This Spandar radar, so-called because it is an S-band radar, and the associated pedestal tower was erected in 1960.

U-30A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Spandar Radar Antenna Pedestal Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower retains integrity, however, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0162

Facility Number: U-40

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Mobile
Radar Laboratory

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Mobile Radar Laboratory is located on Wallops Mainland, south of Causeway Road. A paved access road is to the west. A creek lies to the east with tall grass surrounding it. Mainland Road, a one lane asphalt-paved road, provides access to the building. There is an antenna array to the northeast of the building. A series of monopole antennas are arranged in a straight line with wires connecting them and adding support. A concrete pad flush with the ground is located to the southwest of U-40.

The Mobile Radar Laboratory is a two-story concrete block building with a flat built-up roof. The north half of the building is 2½ ft taller than the south half and has metal tube railing along the perimeter of the roof. A reinforced concrete radar pedestal and platform was built at the southeast corner of the roof in 1993 (WFF 2011). Metal switch back stairs with metal tube railing on the southeast elevation provide access to the platform and the set of half-glazed double metal doors. A band of three aluminum frame fixed windows are to the east of the double doors. The southwest elevation has one set of hollow steel doors in the north half of the building. The northwest elevation has two single hollow steel doors, evenly spaced, with metal channel lintels. A louvered window is next to one of the doors. The northeast elevation has one opening, a louvered window on the north corner. The building is currently mothballed (WFF 2011).

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in

1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). NASA constructed U-40 in 1961 as a telescope and laboratory building. Its use and name changed to Structural Firefighting Training Building in 1986. Three years later, the building's use and name changed to the Mobile Radar Laboratory, which is its current function (WFF 2011).

U-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Mobile Radar Laboratory is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0163

Facility Number: U-55

Construction Date: 1964

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Transmitter Building

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Transmitter Building is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. Causeway Road, southwest of the building, provides access to the guard station and bridge. A concrete walled platform with an oil tank is on the northeast side of the building. There is an antenna array to the southeast. The High Frequency Antenna Tower (U-55A) is at the west corner and another antenna tower, which does not have a designated facility number, is at the north corner.

The Transmitter Building is a simple one-story rectangular building constructed of precast concrete panels. It has a flat built-up roof and aluminum fascia. Metal tube railing runs along the perimeter of the roof; the railing was installed in 1967 (WFF 2011). At least two antennas are affixed to the roof. The main entrance is located on the east elevation and comprises a glass and aluminum vestibule with glazed double doors leads to a second set of glazed double doors. The vestibule was installed in 1977, replacing a flat-roofed canopy (WFF 2010, 2011). A band of aluminum frame fixed windows extend the length of the east elevation. The original windows were re-glazed in 1977 (WFF 2011). The north elevation has no windows or doors. A circular metal vent is located in the northwest corner. The west elevation has a lean-to addition with a standing seam metal shed roof. A set of hollow steel double doors are located in the southwest corner. On the northwest corner a set of exterior metal stairs, which was installed in 2007, provides access to the roof and antenna tower U-55A. There are no openings on the south elevation.

Eligibility: This building is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–

present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). NASA constructed this building in 1964. It retains its original use as a transmitter building.

U-55 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Transmitter Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55 is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The overall integrity of the building has been compromised by several alterations. The building is in its historical location. A second antenna tower has been erected at the north corner of the U-55 and a 1965 transmitting antenna (U-66) to the northwest has been dismantled; however, all other aspects of the surrounding environment remain unchanged so the setting has not been adversely impacted. The design and materials of the building have been compromised by alterations such as the installation of the aluminum entry vestibule, re-glazing the windows, and the addition of a rear lean-to. These changes also negatively impact the integrity of feeling, but not, however its workmanship and association.

001-0027-0164

Facility Number: U-55A

Construction Date: 1965

DHR Time Period: New
Dominion (1945–Present)

Property Name: High
Frequency Antenna Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The High Frequency Antenna Tower is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. To the southwest of the tower is Causeway Road, which provides access to the guard station and bridge. U-55A is adjacent to the west corner of U-55, its associated transmitter building. A concrete walled platform with an oil tank is on the northeast side of the building and an antenna array is to the southeast.

The High Frequency Antenna Tower is a metal framed structure with four steel posts bolted to concrete footings. It tapers at the third tier. Intersecting diagonal steel angles reinforce the metal corner posts. It has two metal grated platforms: one on the top with metal tube handrails, and the other immediately below it, accessed on the north by a metal ladder through the floor of the platform above. Metal stairs with a metal tube handrail extend from the roof of U-55 to the top platform. The antenna rests on this platform and along with two pieces of control equipment. A raised metal track, carrying cables, extends from U-55. The antenna itself has seven metal mesh dishes with metal cylinders extending from them; the three central units are smaller than the outer four. The metal cylinders are encircled by metal wires or cables. A balancing or directional element extends to the rear.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the

establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA's test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965.

U-55A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The High Frequency Antenna Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0165

Facility Number: U-60

Construction Date: 1964

DHR Time Period: New
Dominion (1945–Present)

Property Name: Collimation
Beacon and Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Collimation Beacon and Tower are located on Wallops Mainland, north of Causeway Road on the west side of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. A transmitter building (U-60A) is at the tower's base.

The Collimation Beacon and Tower is very similar to an Omni Transmitter Antenna, which was used by the Navy for short range communications (Best et al. 1997). It consists of three metal poles, arranged in a triangular configuration, connected by cross bars. The metal poles are bolted to square steel plates, which are welded to a triangular steel base. A conducting wire, attached to the associated transmitter building (U-60A), runs vertically through the middle. Diagonal wires extend from three sections of the structure to the ground, creating a cross-shaped configuration. A small metal ladder extends to a small metal grated platform at the top of the tower.

Eligibility: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA's test range and

launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. This tower, erected in 1964, was part of the AN/FPQ-6 radar system, which at the time was a modern long-range, high-precision tracking radar (WFF 2011).

U-60 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Collimation Beacon and Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0166

Facility Number: U-64

Construction Date: 1965

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Communications Antenna
Support Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Communications Antenna Support Tower is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. To the southwest of the tower is Causeway Road, which provides access to the guard station and bridge. There is a small temporary shed at the south corner.

The Communications Antenna Support Tower is a tapered triangular metal tower with a vertical cylindrical antenna. The antenna has a disc-shaped base. The 90 ft-tall tower has three steel posts connected with steel cross bars. The posts are bolted to steel plates, which have been bolted to concrete footings. Vertical wires run through the center and connect to the antenna.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965.

U-64 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Communications Antenna Support Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0167

Facility Number: U-70

Construction Date: 1964

DHR Time Period: New
Dominion (1945–Present)

Property Name: AN/FPQ-
6 Radar Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The AN/FPQ-6 Radar Building is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west of the building. A creek lies to the east with tall grass surrounding it. A stand of trees is the west. A concrete parking lot is in front of the building.

The AN/FPQ-6 Radar Building is a simple, one-story building with a flat roof and metal fascia and concrete pile foundation (WFF 2011). EIFS covers the original brick exterior (WFF 2011). The main entrance is on the southeast elevation and consists of a glass and aluminum vestibule with a single glazed door, which leads to double glazed doors. Concrete stairs and a ramp with metal tube railing provide access to the vestibule. Four one-over-one aluminum windows complete the openings on the elevation. Two are located on either side of the vestibule. A brick knee wall extends from near the west end of the southeast wall towards a concrete sidewalk. The southwest elevation has three entrances: two sets of hollow steel double doors and a single hollow steel door in the center. Two entrances are raised with concrete stairs leading to them. The northeast elevation has one single and one set of double hollow steel doors. The northwest elevation has no openings.

The entire building was renovated in 2001. EIFS was installed over the brick exterior, original metal frame windows set within a system of exterior panels were removed and new windows were installed in a completely different fenestration pattern. All doors were replaced (the original doors had been replaced in 1979 with new hollow metal doors) and a vestibule installed at the main entrance, which enclosed what was a recessed entry. The built-up roofing system was also replaced (WFF 2011).

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). Construction of the AN-FPQ-6 Radar Systems Building was completed in 1964. At the time, the FPQ-6 radar was a modern long-range, high-precision tracking radar (WFF 2011).

U-70 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The AN-FPQ-6 Radar Systems Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. U-70 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building has been substantially altered in the past decade and has no integrity. The building is in its historical location. A post-1965 antenna tower and another small structure have been erected adjacent to U-70; however, all other aspects of the surrounding environment remain unchanged so the setting has not been adversely impacted. The building lacks integrity of design, materials, and workmanship. The major historical features and materials either have been removed or covered. The new materials and architectural elements have completely changed the style and character of U-70. Consequently, the alterations have also effectively removed the integrity of feeling and association of the building.

001-0027-0168

Facility Number: U-70A

Construction Date: 1964

DHR Time Period: New
Dominion (1945–Present)

Property Name: AN/FPQ-6
Radar Antenna Pedestal Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The AN/FRQ-6 Radar Antenna Pedestal Tower is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west of the building. A creek lies to the east with tall grass surrounding it. A stand of trees is to the west. A concrete parking lot is in front of the building. The AN/FPQ-6 Radar Building (U-70) is to the immediate southwest.

The AN/FRQ-6 Radar Antenna Pedestal Tower has three distinct parts: the 29 ft- diameter parabolic dish, the Azimuth-Elevation antenna structure, and the pedestal itself. The pedestal consists of an aluminum paneled tapered cylinder, resting on a berm with concrete retaining walls encircling it. Comparison with historical photographs indicates the pedestal was extended to raise the height of the antenna and the retaining walls were added sometime after 1980 (WFF 2011). A set of metal stairs leads to a metal platform, both with metal tube handrails, and a heavy oval-shaped metal door is on the south elevation. An exterior metal ladder on the north elevation leads to a metal platform with metal tube handrails on the antenna structure. The Azimuth-Elevation antenna structure moves the dish by shifting both horizontally clockwise and tilting the dish to the appropriate angle (Dench 2007). There is a single metal door in a small rectangular part of the structure on the east elevation that appears to allow passage to the other side of the structure.

Eligibility: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–

present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA's test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this AN/FPQ-6 radar tower in 1964. At the time, the FPQ-6 radar was a modern long-range, high-precision tracking radar (WFF 2011).

U-70A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The AN/FPQ-6 Radar Antenna Pedestal Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0169

Facility Number: U-80
Construction Date: 1965
DHR Time Period: New Dominion (1945–Present)
Property Name: Atmospheric Physics Measurement Lab
Property Type: Research, Development, and Testing
DHR Historic Context: Technology/Engineering
Eligibility:



Setting and Description: The Atmospheric Physics Measurement Lab is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west. A creek lies to the east with tall grass surrounding it. There is a stand of trees to the west. A concrete parking lot is in front of the building.

The Atmospheric Physics Measurement Lab is composed of several parts: the original building, the observatory shelter, and an addition. The original building, constructed in 1965, and the addition, constructed in 1967 (WFF 2011), are simple one-story concrete block buildings with flat roofs and metal fascia. They rest on a concrete slab and their exterior finish is stucco. Both have one entrance through a hollow steel door; the original building's entrance is on the west elevation and the addition's is on the east. The addition originally had an overhead door on the east elevation (WFF 2010). Two one-over-one aluminum frame windows with precast concrete sills are located on the south elevation of the original building and the west elevation of the addition. The windows were originally two-over-two, double-hung-sash units (WFF 2010). The addition has a satellite or additional observatory on its roof, which is surrounding by metal tube railing. A metal staircase on the south elevation provides access to the roof. The observatory shelter was erected in 1966 on a reinforced concrete continuous footing (WFF 2010). The shelter comprises a hemispherical aluminum dome 24 ft in diameter on an aluminum base cylinder. The exterior finish of the entire structure is a natural polished aluminum (WFF 2011). The dome opens to the east sky by moving on a track mounted on the top of the dome. The observatory is connected to the original building and the addition by two concrete block hyphens. U-80 has been mothballed since 1999 (WFF 2011).

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959 (Shortal 1978). NASA constructed this building in 1965 as the Special Optics Building and Observatory Dome. The building contained long-range photo-optical equipment and a special TV system to track launched vehicles. The building received its current name as the Atmospheric Physics Measurement Laboratory in 1979 (WFF 2011).

U-80 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance (refer to Section 4.2.1).

The Atmospheric Physics Measurement Laboratory is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. U-80 is recommended not eligible under

Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

4.3 Wallops Island

Thirty-four of the 76 resources surveyed are on Wallops Island (Figures 5a and 5b; Table 4). Two are antennas, 27 are buildings, and five are structures. These resources represent six property types: 13 are storage; seven are research, development, and testing; seven are infrastructure; five are industrial; and two are communications. Eleven resources are less than 50 years old, including one antenna.

Table 4. Resources Surveyed on Wallops Island

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Property Name</i>	<i>Date of Construction</i>
001-0027-0170	V-25	Inert Payload Assembly & Checkout Building	1957
001-0027-0171	V-30	Ammunition Magazine	1958
001-0027-0172	V-42	Ready Service Chemical Storage Magazine	1956
001-0027-0173	V-45	Horizontal Dynamic Balance Test Building	1963
001-0027-0174	V-50	Dynamic Balance Control Center	1963
001-0027-0175	V-50A	Utility Canopy	1963
001-0027-0176	V-52	Ready Service Chemical Storage Magazine	1956
001-0027-0177	V-55	Vertical Dynamic Balance Test Building	1963
001-0027-0178	V-80	Rocket Motor Ready Storage Building	1963
001-0027-0179	W-10	Launch Area Terminal Building	1960
001-0027-0180	W-15	Assembly Shop No. 4	1957
001-0027-0181	W-16	Ready Storage Cubicle	1957
001-0027-0182	W-20	Blockhouse No. 3	1960
001-0027-0183	W-35	Terminal Building Launch Area 4	1960
001-0027-0184	W-40	Assembly Shop No. 5	1960
001-0027-0185	W-50	Launch Area Cable Terminal Building	1960
001-0027-0186	W-51	Flammables Storehouse Ready Magazine	1956
001-0027-0187	W-57	Microwave Rain Attenuation Tower	1961
001-0027-0188	W-65	Checkout and Assembly Shop No. 3	1963
001-0027-0189	W-67	Ready Issue Explosives Storage Cubicle	1957
001-0027-0190	X-005A	Pathfinder Radar Antenna Tower	1966
001-0027-0191	X-75	Island Terminal Building	1960
001-0027-0192	X-85	Special Projects Building	1963
001-0027-0193	Y-10	Fuel Storage Magazine	1957
001-0027-0194	Y-16	Flammables Storehouse Ready Magazine	1957

Table 4. Resources Surveyed on Wallops Island (cont)

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Property Name</i>	<i>Date of Construction</i>
001-0027-0195	Y-20	Ordnance and Explosives Ready Issue Storage Magazine	1957
001-0027-0196	Y-37	Firing Cubicle	1956
001-0027-0197	Y-38	Launcher Equipment Shelter Hydraulic Pump House	1965
001-0027-0198	Y-55	Army/Navy Fixed Radar Surveillance 16 (AN/FPS-16) Radar Operations Building	1958
001-0027-0199	Y-95	Camera Platform	1964
001-0027-0200	Y-110	Camera Platform with 10 ft Astrodome	1964
001-0027-0126*	Z-20	Liquid Propellant Storage	1961
001-0027-0127*	Z-25	Liquid Propellant Storage	1961
001-0027-0201	Z-40	Launch Area 0 Service Building	1960

* Z-20 and Z-25 were surveyed in November 2010, in advance of this larger survey effort due to proposed demolition of the two buildings.



Figure 5a. Resources Surveyed on Wallops Island



Figure 5b. Resources Surveyed on Wallops Island

4.3.1 Historic District Evaluation

The surveyed buildings on Wallops Island have been evaluated as contributing resources in a historic district. Issues of significance, integrity, and boundaries were carefully considered for a proposed district. The evaluation of a historic district considered a period of significance from 1936 to 1965 by building upon (and reexamining) the results and analysis of the 2004 survey. As such, in addition to a historic district associated with the early period of NASA's Wallops Station, the analysis also examined the possibility of a historic district associated with the Navy's NAOTS and one associated with NACA's PARS.

The evaluation determined that a historic district associated with the NAOTS is not present because of an absence of historical resources and elements. Between 1946 and 1959, the Navy used the north end of Wallops Island as a target range. Other than the road network, no buildings, structures, or features remain from the period of occupation by the Navy. With no major buildings or features extant, a historic district associated with the NAOTS is not present.

The evaluation determined that a historic district associated with NACA is not present because of a lack of integrity. NACA developed the south half of Wallops Island between 1945 and 1958 as a rocket testing facility. PARS included launch facilities, control centers, shops, camera stations, and explosives magazines. Only two buildings from approximately 20 buildings and structures built during the earliest period (1946–1947) are extant. Although many resources constructed between 1948 and 1958 survive, the majority of these have received substantial alterations, including façade reconfigurations, window and door replacement, installation of contemporary roof and siding materials, and removal of historic instruments and equipment. The altered state of the resources inhibits their ability to collectively convey the early history of the site. Changes to the setting of the facility also adversely affect the integrity of the district. Several post-1965 resources have been constructed on the island, including two very tall buildings north of Launch Area 5 (all other facilities on the island are one to three stories). Three launch pads have been added, one south of Launch Area 3b and two south of Launch Area 2, and Launch Areas 1, 2, and 3b have been enlarged, the two former ones substantially so, by extended launch pads. Launch Area 5 is no longer in use, as it is currently the site of a construction project. The road network has been changed by the addition of North Bypass Road. Most recently, the historical timber pile seawall and groins have been removed and replaced with large riprap. Collectively, the changes in setting as well as the substantial alterations to historical resources have compromised the integrity of setting, design, materials, workmanship, and feeling from the early Cold War era. Lacking integrity, a PARS historic district in the south part of Wallops Island does not meet the NRHP Criteria for Evaluation; therefore, it is not eligible for listing on the NRHP.

The architectural resources were evaluated collectively as contributing resources of a historic district associated with NASA's early operations in manned space flight and space science research at Wallops Station. Wallops Island does not constitute a NRHP-eligible historic district because of a lack of significance and integrity. A historic district on the island is not eligible under Criterion A because WFF

is not associated with events that have made a significant contribution to the broad patterns of our history. Wallops served an important role as the NASA rocket test range, enabling the facility to fulfill its mission for NASA programs as well as expand its scientific research capabilities to non-military and non-government entities. However, the Wallops facility and the operations that occurred here between 1959 and 1965 were not central to the NASA organization. Wallops did not have a leading role in the research and development of major NASA programs. For a brief period, Wallops was involved in Project Mercury by testing hardware, training support personnel, and being the site for two unmanned flights; however, the most important developments of this major mission, particularly astronauts ascending into orbit, occurred at other facilities. From its start in 1959, Wallops was a “service center” in the NASA organization, supporting the projects of the NASA “field centers” such as Houston and Cape Canaveral, for instance, which had the high priority NASA missions. Furthermore, the projects performed at Wallops that involved the launching, tracking, and acquisition of data from rockets using radar and radio-telemetry techniques “could have been, and often were, conducted from other facilities” (Wallace 1997, 108). Thus, the mission and activities of Wallops Station were not singular or exceptional to the history of NASA in this period.

Documentary research has not revealed information that a historic district on Wallops Island is eligible for the NRHP under Criterion B for association with persons significant in our past.

The resources on Wallops Island do not constitute a historic district under Criterion C because they do not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. NASA took over an older installation and renovated the existing facilities to meet its functional and space requirements and added its own buildings and structures to the base over time. Design and development of individual components was typically based on expediency and did not follow a master plan. The result is an irregular layout of buildings and features and an incohesive mix of massing, forms, and surface materials. In fact, during a 1964 review of planning and construction of existing NASA facilities, the House Committee of Science and Aeronautics called Wallops’ layout “confused and congested” and concluded that “[NASA] builds no monuments here” (Wallace 1997, 110, 111). None of the buildings evaluated in this survey and in the 2004 survey possesses architectural significance for their building type, period, or method of construction.

A historic district eligible under Criterion D is not present on the island because no surveyed architectural resources were found to have the potential to yield additional information important in history or prehistory.

Additionally, Wallops Island does not constitute or contain a NRHP-eligible historic district because of a loss of integrity. The aspect of integrity of location remains intact because only a small percentage of the resources have been moved. The integrity of setting has been compromised by the addition of several post-1965 resources to the base, including two very tall buildings north of Launch Area 5 (all other facilities on the island are one to three stories). Additionally, three launch pads have been added, one south of Launch Area 3b and two south of Launch Area 2, and Launch Areas 1, 2, and 3b have been

enlarged, the two former ones substantially so, by extended launch pads. Launch Area 5 is no longer in use, as it is currently the site of a construction project. Most recently, the historical timber pile seawall and groins have been removed and replaced with large riprap. The integrity of design has not been reduced by the addition of North Bypass Road to the historical road network. Spatial relationships between major features, however, appear to be intact. There is a lack of integrity of materials and workmanship as a result of substantial alterations that have been made to the majority of the pre-1965 resources, including several of the primary ones directly associated with the historical mission of the facility. The alterations include façade reconfigurations, window and door replacement, and installation of contemporary roof and siding materials. These renovations, undertaken within the past 20 to 30 years, have changed the overall design and form of the buildings and structures. The cumulative changes in setting, materials, and workmanship have adversely affected the integrity of feeling and association of the site.

4.3.2 Individual Resource Evaluations

001-0027-0170

Facility Number: V-25

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name: Inert
Payload Assembly and
Checkout Building

Property Type: Industrial

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Inert Payload Assembly and Checkout Building is located on the north half of Wallops Island, immediately west of North Seawall Road. The building is adjacent to the Atlantic Ocean and large riprap along the shore is visible from the site. The area immediately around the building is characterized by mown grass, but farther out there is tall sea grass. The building is surrounded by a concrete pad and a gravel parking lot is across the street.

The Inert Payload Assembly and Checkout Building is a simple, one-story concrete block building with a flat built-up roof and aluminum fascia. The northeast portion of the building was added in 1968, and is

about 3 ½ ft taller than the rest of the building (WFF 2011). There are two shed-roofed lean-tos on the northwest side of the building; no information indicating when these were built was found. The building rests on a reinforced concrete foundation.

The southeast elevation consists of four openings. A replacement overhead steel rolling door is centered in the taller portion of the building. The other portion is divided into three bays by two projecting concrete block columns. The first bay has a window opening covered by plywood, the second contains a single hollow steel door, and the third has a set of double hollow steel doors. The northeast elevation has a single hollow steel door in the north corner and two large openings, divided by a concrete block column. The opening is covered by a translucent panel, which is also used on the northwest elevation. The northeast elevation of the building has one set of double hollow steel doors with a concrete stoop. All the personnel doors are replacements.

Openings on the northwest elevation are located in the lean-tos. The 1968 lean-to has a single hollow steel door; the other lean-to has a double hollow steel door. The northeast elevation of this lean-to has a six-light aluminum window with a precast concrete sill.

Eligibility: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA constructed this building in 1957; its original use was not found. After the base was transferred to NASA, the building was an auxiliary range facility. It was designated the Inert Payload Assembly and Checkout Building in 1968. The building has been mothballed since 2000 (WFF 2011).

V-25 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Inert Payload Assembly and Checkout Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is

recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. A large post-1965 building has been constructed adjacent to the east of V-25, thus diminishing the setting of the property. The design, materials, and workmanship of the building has been negatively impacted by the large 1968 addition on the northeast end, two smaller lean-to additions on the rear, the replacement of original personnel and overhead doors, and the obstruction of a window with plywood. The integrity of feeling and association have been diminished by the cumulative changes in setting, design, materials, and workmanship.

001-0027-0171

Facility Number: V-30

Construction Date: 1958

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Ammunition Magazine

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Ammunition Magazine is located on the north half of Wallops Island, immediately west of North Seawall Road. The structure is adjacent to the ocean; large riprap along the shore is visible from the site. The grass immediately around the building is mowed, but farther out there is tall grass and trees. A concrete paved lane provides access to the building.

The Ammunition Magazine is a magazine built into an earthen berm. The opening faces northeast and consists of a steel plate face bolted to a concrete arch. Metal channels, bolted to the face, act as buttresses. Two tall and wide steel doors, centered in the steel face, provide access to the magazine. Wood posts and planks act as a retaining wall on both sides of the steel face. The wood posts are set in sand and fastened to the steel face with nuts and bolts. A metal tube vent pierces the southwest part of the earthen berm.

Eligibility: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established

the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA built this storage magazine in 1958. After the base was transferred to NASA, the structure was used for explosives handling and storage. It may also have been used for electric power equipment storage (WFF 2011). It currently stores ammunition.

V-30 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Ammunition Magazine is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because earthen-bermed magazines were built by the thousands at military installations across the U.S. (U.S. Army Corps of Engineers 1997). V-30 is not a rare or prototype ammunition magazine. Therefore, it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0173

Facility Number: V-45

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Horizontal Dynamic
Balance Test Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Horizontal Dynamic Balance Test Building is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded by mostly pine trees. It is connected to the central Dynamic Balance Control Center (V-50) and the Vertical Dynamic Balance Test Building (V-55) by a covered walkway (V-50A). V-50A connects to the northeast elevation; beyond the walkway is an asphalt access road.

The Horizontal Dynamic Balance Test Building is a utilitarian building, resting on a reinforced concrete slab foundation that extends beyond the wall and has chamfered edges. The walls are built of precast concrete panels, with the top third constructed of translucent metal panels. The building terminates in a flat built-up roof and metal fascia. There is a lean-to on the northeast elevation that is also constructed of precast concrete panels and a flat roof and metal fascia. An exterior ladder extends from the roof of the lean-to to the roof of the main building.

The main point of access is on the northwest elevation through a central overhead rolling door. The northeast elevation has a single hollow steel door in the north corner, under the covered walkway (V-50A). The northeast elevation of the lean-to has a single half-glazed metal door and a single hollow steel door. The southeast elevation has a central metal door and is sheathed in corrugated metal. The southwest elevation has no openings.

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in

1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as part of the Dynamic Balance Facility.

The Horizontal Dynamic Balance Test Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

V-45 is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0174

Facility Number: V-50

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Dynamic
Balance Control Center

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Dynamic Balance Control Center is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded by mostly pine trees. V-50 is connected to two flanking buildings, V-45 and V-55, by a covered walkway, V-50A. V-50A runs along the northwest elevation of the building; beyond the walkway is an asphalt parking lot and a paved lane leading from an access road to the building. There is a concrete walled structure on the north side of the building that contains an oil tank and a raised concrete pad for a generator or utility box.

The Dynamic Balance Control Center is a simple, one-story rectangular concrete building with a flat built-up roof and metal fascia. The walls are 10-inch-thick reinforced concrete with an EIFS exterior finish, which was installed in 1989 (WFF 2011). The main entrance is on the northwest elevation, under the covered walkway (V-50A), and consists of a central single hollow steel door with an aluminum frame. There is a secondary entrance through a set of double solid steel doors on the southeast elevation. There are no other openings.

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 to serve as the control center for the tests that were performed in the horizontal and vertical dynamic test buildings (V-45 and V-55).

V-50 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Dynamic Balance Control Center is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0175

Facility Number: V-50A

Construction Date:
1963

DHR Time Period:
New Dominion (1945–Present)

Property Name: Utility Canopy

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Utility Canopy is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded by mostly pine trees. V-50A is a covered walkway connecting the Dynamic Balance Control Center (V-50) to two flanking buildings, V-45 and V-55. V-45 is on the southwest and V-55 is on the northeast.

The covered walkway consists of hollow steel columns, spaced 15 ft apart, supporting steel I beams that frame the roof structure. A corrugated aluminum butterfly roof provides a canopy. Four galvanized metal channels on the southeast elevation, located about 4 ft off the ground, extend to all three buildings, carrying cables. These channels are screened on the southeast by corrugated-transite (asbestos-cement) boards. The canopy structure covers a 4 ft-wide concrete sidewalk.

Eligibility: This structure is a secondary resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this structure in 1963 as part of the Dynamic Balance Facility. It provides a covered walkway and supports a series of utility conduits that extend between the horizontal and vertical dynamic test buildings (V-45 and V-55) and control center (V-50).

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V-50A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

This utility canopy is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. It is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. The structure is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0177

Facility Number: V-55

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Vertical
Dynamic Balance Test
Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Vertical Dynamic Balance Test Building is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded by mostly pine trees. It is connected to a central building, V-50, and another building, V-45, by a covered walkway, V-50A. V-50A connects to the southwest elevation; beyond the walkway is an asphalt-paved access road.

The Dynamic Balance Test Building is a utilitarian building, resting on a reinforced concrete slab foundation that extends beyond the walls and has chamfered edges. The walls are built of precast concrete panels, with the top third constructed of translucent metal panels. The building terminates in a flat built-up roof and metal fascia. It is almost identical to V-45, except that it is several feet taller. There is a lean-to on the northeast elevation that is also constructed of precast concrete panels and a flat roof and metal fascia. An exterior ladder extends from the roof of the lean-to to the roof of the main building.

The main point of entry is on the northwest elevation through a large central overhead canvas door. The northeast elevation has a single hollow steel door in the north corner, under the covered walkway (V-50A). The northeast elevation of the lean-to has a single half-glazed metal door and a single hollow steel door. The southeast elevation has a central metal door and is sheathed in corrugated metal. The southwest elevation has no openings.

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as part of the Dynamic Balance Facility.

The Vertical Dynamic Balance Test Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

V-55 is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0178

Facility Number: V-80

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Rocket
Motor Ready Storage

Property Type: Industrial

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Rocket Motor Ready Storage is located on the north half of Wallops Island, northwest of North Seawall Road. The area is rural and isolated. The building is southeast of a tributary of Ballast Narrows, and wetland grasses, trees, and shrubs are in the immediate vicinity. There is a concrete paved parking lot to the front of the building and an asphalt paved road running along the northeast side.

The Rocket Motor Ready Storage is a metal-frame building with a flat built-up roof and aluminum fascia. The roof was originally clad in metal (WFF 2010). The building rests on a reinforced concrete slab and is sheathed in corrugated metal siding. A section of the building on the southwest end is about a 1 ½ ft taller. The southwest half of the building projects about 3 ft to the southeast.

The building is defined by six bays of overhead steel rolling doors on the northwest elevation. The original overhead doors were replaced in 1970 (WFF 2011). Two doors on the southwest end are slightly taller than the rest. The northeast elevation consists of a central six-light awning window with a single hollow steel door on the north corner. The projecting portion of the building has a single hollow steel door on its northeast elevation. The southeast elevation has a single six-light awning window. The southwest elevation mirrors the northwest elevation with a central six-light awning window flanked by a hollow steel door.

Eligibility: This building is an example of an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially,

Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as a vehicle checkout facility. Within two years it changed to rocket motor ready storage (WFF 2011).

V-80 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Rocket Motor Ready Storage building is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0179

Facility Number: W-10

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Launch
Area Terminal Building

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Terminal Building is located adjacent to Launch Area 3b, which is on the north half of Wallops Island, east of North Bypass Road. It is near the shore in an open and flat area. A concrete paved area is in front of the building.

The Launch Area Terminal Building is a simple, one-story concrete building with a flat roof and metal fascia. It rests on a concrete slab and has only one opening: a set of hollow steel double doors with view windows on the northwest elevation. A concrete stoop is in front of the entrance. A large metal conduit box is affixed at the corner of the southeast elevation that contains cables extending from Blockhouse No. 3 (W-20). A raised metal track that carries cables extends from the northeast elevation.

Eligibility: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). W-10 is the terminal building for Launch Pad 3b. Construction of the terminal building was completed in 1960.

The Launch Area Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0180

Facility Number: W-15

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:
Assembly Shop No. 4

Property Type: Industrial

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: Assembly Shop No. 4 is located on the north half of Wallops Island, east of North Bypass Road. Across the street by approximately 600 ft is the ocean shore, which is lined by large riprap. A concrete pad in front of the building is used for equipment storage and vehicle parking. The immediate surrounding area is grass, but there is tall grass and trees beyond to the rear and side of the building.

Assembly Shop No. 4 is composed of two parts: the original building and a 60 ft by 20 ft addition on the northeast side, which was completed after the original building was moved to this site in 1964 (WFF 2011). The original building is constructed of concrete block and sheathed with ribbed metal panels. The addition is prefabricated metal construction. Both components stand on a reinforced concrete foundation and terminate in front gable roofs clad in metal. The metal roofing and siding were installed in 1996 (WFF 2011). The southeast elevation has a central overhead steel door and a single hollow steel door with a view window on the original building. The original overhead door and all personnel doors were removed and replaced in 1977 and then again in 1996 (WFF 2011). The 1964 addition has a set of double hollow steel doors with view windows and a pair of one-over-one aluminum windows. The northeast elevation of the original building has no openings. The addition has two sets of triple and one set of double one-over-one aluminum windows. All the windows were installed in 1996, replacing the original ones. The southwest elevation has no openings. The northwest elevation features two single hollow steel doors. A wood platform on a concrete pad is located between the original building and the 1964 addition; this platform provides storage for an HVAC unit. A small lean-to with a shed roof is also on the northwest side of the building. The lean-to has a single hollow steel door on the southwest elevation and an external concrete block chimney on the northeast elevation.

Eligibility: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, development on the north part of Wallops Island primarily consisted of target installations. W-15 was one of the few buildings erected on the island in this period. The Navy constructed this building in 1957 in an area designated for maintenance, which was generally in the area of the present Dynamic Balance Facility. In 1964, five years after the base was transferred to NASA, the building was moved to its present location, expanded with a prefabricated metal addition, and used as an assembly shop (WFF 2011).

W-15 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

Assembly Shop No. 4 is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location, W-15 was evaluated under Criteria Consideration B in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design. The materials and workmanship have been compromised by removal and replacement of the historical siding, roofing, doors, and windows.

001-0027-0182

Facility Number: W-20

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Blockhouse No. 3

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: Blockhouse No. 3 is located on the north half of Wallops Island, east of North Bypass Road. It is situated close to Mainland Road, in a flat, open area. Tall grass and shrubs grow on the southwest side of the buildings. Elevated metal tracks that carry cables run parallel to the road and then extend from the northeast and southwest, into the building. A fuel tank, resting on a concrete base, is located at the front corner of the building.

Blockhouse No. 3 is composed of two parts, a one-story, rectangular, concrete portion on the front and two-story, hemispherical, reinforced concrete structure on the back. The dome was covered with protective sand and then sprayed with a layer of gunite concrete. The roofing membrane system of the dome has been replaced three different times, most recently in 2002 with the installation of a new modified bitumen system with rigid insulation (WFF 2011). The rectangular part has a flat built-up roof and metal fascia. The entire building rests on a reinforced concrete slab.

The northwest elevation features a concrete loading dock or platform in front of four bays of openings. The platform has a set of metal stairs on one end with a metal tube railing surrounding it. There are two sets of double hollow steel doors interspersed with two pairs of double aluminum fixed over awning windows. The south half of the northwest elevation originally contained two bays of overhead doors. The original multi-light, steel-sash awning windows were replaced with the current ones in 1987 (WFF 2011).

A pair of windows appears to have been filled in on the southwest elevation. A louvered window is located directly beneath a metal stair with metal tube railing, which leads to the roof. A second set of metal stairs leads to a round observation deck on the roof of the dome.

The northeast elevation has a pair of replacement aluminum fixed over awning windows. Two wood frame decks, supporting mechanical equipment, rest on a concrete pad. The dome has 4 ft-tall walls around its perimeter and rubble concrete stairs extending to the northeast and southwest. A metal vent pierces the southeast side of the dome and a large crack, which has been covered with asphalt roll, can be seen on the same elevation.

Eligibility: This building is representative of a Research, Development and Testing resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). Construction of this blockhouse was completed in 1960. It houses control equipment used during the launchings of large rockets from Launch Areas 3b, 4, and 5. A closed-circuit television camera at the apex of the dome provides surveillance of each of the three launch areas (WFF 2011).

Blockhouse No. 3 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

W-20 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Blockhouse No. 3 has diminished integrity. The building is in its historical location. The setting of the site, however, has experienced several recent changes that have altered the historical character of the surroundings. They include the addition of a few post-1965 buildings across the street, the addition of an extended launch slab northeast of the adjacent Launch Area 3b, the addition of a post-1965 launch area to the southwest of Launch Area 3b, and the removal of the historical timber pile seawall and groins. The building’s integrity of design, materials, and workmanship have been compromised by the removal of two bays of overhead doors that faced the loading dock, the removal and replacement of all windows and personnel doors, and the replacement of the historical roofing system. The design and material changes to

the building and its setting have adversely affected the integrity of feeling. The integrity of association is largely intact.

001-0027-0183

Facility Number: W-35

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Terminal
Building Launch Area No.
4

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: This Terminal Building is located adjacent to Launch Area No. 4, which is on the north half of Wallops Island, east of North Bypass Rd. It is in the middle of a row of three buildings. The area, next to the ocean, is open and flat. A separate concrete access road leads to the building.

The Terminal Building is a simple, one-story concrete building with a flat built-up roof and metal fascia. It rests on a reinforced concrete slab and has only one opening, a set of hollow steel double doors with view windows on the northeast elevation. A cantilevered concrete hood provides cover to the doors and a concrete stoop. The southwest elevation has a set of wooden stairs leading to the roof. A conduit box is located at the corner of the elevation, near the bottom of the stairs, and contains cables extending from Blockhouse No. 3 (W-20).

Eligibility: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. W-35 was constructed in 1960 as the terminal building for Launch Pad 4.

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The Terminal Building Launch Area 4 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0184

Facility Number: W-40

Construction Date: ca.
1960

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Assembly Shop No. 5

Property Type: Industrial

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: Assembly Shop No. 5 is located on the north half of Wallops Island, east of North Bypass Road. Across the street by approximately 600 ft is the ocean shore, which is lined by large riprap. A new building was recently constructed to its northeast. There is a concrete pad in front of the building used for equipment storage and vehicle parking and an asphalt parking lot behind it for a new building. The immediate surrounding area is grass, but there is tall grass and trees beyond to the rear and side of the building.

Assembly Shop No. 5 is composed of two parts, the original building and a 60 ft by 20 ft addition on the northeast side, which was completed after the original building was moved to this site in 1964 (WFF

2011). There is a discrepancy in the real property records concerning the date of construction of Building W-40 as either 1957 or 1960 (WFF 2011). The original building is constructed of concrete block and sheathed with insulated metal panels. The addition is prefabricated metal construction. Both components stand on a reinforced concrete foundation and terminate in front gable roofs clad in metal. The metal roofing and siding were installed in 1996 (WFF 2011). The southeast elevation has a central overhead steel door and a single hollow steel door on the original building. The 1964 addition has a set of double hollow steel doors and a pair of one-over-one aluminum windows. The northeast elevation has no openings on the original building. The addition has two sets of triple and one set of double one-over-one aluminum windows. The southwest elevation consists of two sets of triple one-over-one aluminum windows. The northwest elevations features two single hollow steel doors, with one situated in each part. All windows and doors are replacements. The windows were originally either six-light fixed units or horizontal sliding units (WFF 2010). Two metal hoods are affixed to the building; the hood on the original building provides cover to the door, but the hood on the addition is on the opposite side from the door. Two wood decks on concrete pads are located on the northwest elevation; these provide storage to HVAC units. A small lean-to with a shed roof is also on the northwest side of the building. The lean-to has a single hollow steel door and a metal stack that pierces the corner of the roof.

Eligibility: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. Different real property records list the date of construction of this building as 1957 or 1960. The building is not identified on a 1957 map of Wallops Island; however, it is nearly identical in design to W-15, which was built by the Navy in 1957 for the NAOTS. The Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, development on the north part of Wallops Island primarily consisted of target installations. In 1964, five years after the base was transferred to NASA, the building was moved to its present location, expanded with a prefabricated metal addition, and used as an assembly shop (WFF 2011). Available sources did not indicate the original location of the building.

W-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

Assembly Shop No. 5 is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location, W-40 was evaluated under Criteria Consideration B in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high

artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design. The materials and workmanship have been compromised by removal and replacement of the historical siding, roofing, doors, and windows.

001-0027-0185

Facility Number: W-50

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Launch
Area Cable Terminal
Building

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Launch Area Cable Terminal Building is located on the north half of Wallops Island, east of North Bypass Road. It is set back from an access road in a grass field. A large new building was constructed across the street. Behind the building is the riprap-lined seashore.

The Terminal Building is a simple, one-story concrete and concrete block building with a flat built-up roof and metal fascia. A thin metal membrane has been placed over the fascia and is in poor condition. The building rests on a reinforced concrete slab and has only one opening, located on the northwest elevation. The opening consists of a central set of double hollow steel doors with a concrete stoop. There is window structure visible beside the door, but it has been filled in. Additional evidence of openings, now filled in, can be seen on the southwest elevation. According to the real property records, the building had louvered windows installed in 1976; none remain today (WFF 2011). There are two metal conduits

on the southwest elevation. The southeast elevation has no opening and the northeast elevation was inaccessible.

Eligibility: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). W-50 is the terminal building for Launch Pad 5. Construction of the terminal building was completed in 1960.

The Launch Area Cable Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

W-50 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0187

Facility Number: W-57

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Microwave
Rain Attenuation Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Microwave Rain Attenuation Tower is located on the north half of Wallops Island, east of North Bypass Road. It is set back from an access road next to a grass field. A concrete paved area extends to the southwest. A small building (W-54) is across the street from the tower. Behind the tower is the ocean shore, which is lined by large riprap.

The tower is a tapered, steel framed structure, bolted to steel plates on each corner of a concrete slab. The first tier has steel L-shaped framing; the remaining tiers have intersecting diagonal steel angles. An exterior metal ladder with a metal cage extends along the northeast elevation. It leads to a metal platform and a satellite dish, protected by a gabled canopy, directly above it. The canopy's roof, as well as its northwest and southeast sides, is covered in corrugated metal. The tower originally was located in another location and used for the Television Infra-Red Observation Satellite (TIROS) weather tracking program (Wallace 1997).

Eligibility: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this structure in 1961.

This tower has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. W-57 retains integrity, but it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0188

Facility Number: W-65

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Checkout
and Assembly Shop No. 3

Property Type: Industrial

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: Checkout and Assembly Shop No. 3 is located on the north half of Wallops Island, northwest of North Bypass Road. A concrete pad surrounds the building. The immediate area around the building is grass, but there is tall grass beyond to the rear. Across the street by approximately 600 ft is the shoreline, which is covered by large riprap.

Checkout and Assembly Shop No. 3 is a reinforced concrete building with a flat built-up roof and aluminum fascia. The building originally consisted of five bays of shops; a sixth bay was appended to the southeast end of the building in 1965 (WFF 2010, 2011). Dividing each of the five original bays are tapered, sand-filled blast walls. The walls are reinforced concrete (WFF 2010). Generally, sand is better

blast absorber than concrete because sand is a better insulator than concrete and it will have a little give to allow for impact absorption that concrete does not have. As such the impact of an explosion would cause less damage in a building with sand-compressed walls versus solid concrete walls. The northwest (rear) elevation includes a central lean-to clad in metal siding; the lean-to is original to the building. A concrete block lean-to was affixed to the southeast side of the 1965 addition in 1976 (WFF 2011).

The southeast elevation has six bays of overhead doors. The four south bays have insulated coiling overhead doors the full height of the building; the remaining two bays have shorter steel rolling doors. Translucent panels act as sidelights to the doors. Single hollow steel doors with view windows are situated to the southwest of each overhead door, with the exception of the overhead doors on the end, which each has a door to the northeast. All the personnel and overhead doors were removed and replaced in 1999 (WFF 2011). Translucent insulated blast panels sheath the entire northwest and southeast elevations; these replaced the original translucent panel wall system in 1999 (WFF 2010, 2011).

The northwest elevation has two overhead doors: a steel rolling door in the southeast corner and a canvas door in the center of the elevation. There is one single hollow steel door with a view window on the northwest corner and a set of double doors with view windows. The 1965 addition has three sets of double windows that have been filled in with ribbed metal: one set is located next to the door and the remaining two sets are above the door. There is a louvered aluminum window in the original lean-to.

The northeast elevation of the original lean-to contains a set of double half-glazed metal doors. There are three evenly spaced single hollow steel doors in the concrete block portion and a large one-over-one window in the 1965 addition. The top pane has been filled with ribbed metal.

Eligibility: This building is an example of an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. Construction of Assembly Shop No. 3 was completed in 1963.

W-65 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

Assembly Shop No. 3 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building has an

interesting, and perhaps unique, structural system of tapered sand-filled blast walls; however, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction. Instead, the sand-filled walls appear to be a sound resolution for lessening the impact of an accidental explosion during rocket assembly operations. However, a re-evaluation of this method of construction, as employed in this Industrial type building, may be warranted when the building reaches 50 years of age. W-65 is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0189

Facility Number:

W-67

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name:

Ready Issue Explosives
Storage Cubicle

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Ready Issue Explosives Storage Cubical is located on the north half of Wallops Island, northwest of North Bypass Road. It is adjacent to Checkout and Assembly Shop No. 3 (W-65). The area in front of the building is paved in asphalt, and behind the building are tall grasses. Across the street by approximately 600 ft is the shoreline, which is covered by large riprap.

This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the southwest elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. On the opposite elevation (northeast), there are two small vents with metal covers in the top of the wall. Four steel eye hooks are embedded in each corner of the roof.

W-67 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the Main Base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type are

extant. Table 5 lists the other eight buildings on Wallops Island of this same design, and notes any variances in the standard design, which typically involve the number and placement of vents in the walls.

Table 5. Storage Buildings Surveyed on Wallops Island with Same Type of Standardized Design

<i>VDHR ID Number</i>	<i>WFF ID Number</i>	<i>Date of Construction</i>	<i>Description</i>
001-0027-0172	V-42	1956	Faces northeast; missing metal covers on rear vents
001-0027-0176	V-52	1956	Faces southwest; does not have eye hooks
001-0027-0181	W-16	1957	Faces northeast; cables through eye hooks connect it to another building (W-15)
001-0027-0186	W-51	1956	Faces northwest; missing metal covers on rear vents, metal plate added to center of rear wall, eye hooks have been removed, no lintel over door
001-0027-0194	Y-16	1957	Faces southwest; three eye hooks have been removed, no metal covers on vents
001-0027-0195	Y-20	1957	Faces northwest
001-0027-0196	Y-37	1956	Faces northwest; one small wood frame fixed window in northeast elevation, another window of same type replaces one of the covered vents on the southeast elevation
001-0027-0197	Y-38	1965	Faces northwest; steel double doors on northwest elevation, no vents on northwest elevation, one vent with metal cover on southeast elevation near ground

Eligibility: W-67 and the other eight buildings on Wallops Island of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the Main Base was related to housing and services. However, several new buildings were constructed on Main Base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as W-67 between 1956 and 1965 (see Table 5).

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building in Table 6 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common

construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Building W-67 retains its integrity. Buildings V-42, V-52, W-16, W-51, Y-16, and Y-20 were moved during the period of significance; therefore, none of them possess integrity of location. Each also has no integrity of setting: in each case, the setting of the current location is not comparable to the historical setting, which for some of them, was on the Main Base. The removal of each of these buildings from its original location and setting has destroyed its integrity of feeling and association. These resources retain their respective integrity of design, materials, and workmanship. Available information indicates that Y-37 and Y-38 have not been moved; therefore, they have integrity of location. The surroundings of each building have changed a bit, but the changes do not adversely affect their respective setting. Both buildings lack integrity of design and materials. Both exhibit multiple alterations from the historical standardized design, which in turn, diminish the integrity of feeling. The resources retain integrity of association.

001-0027-0190

Facility Number: X-05A

Construction Date: 1966

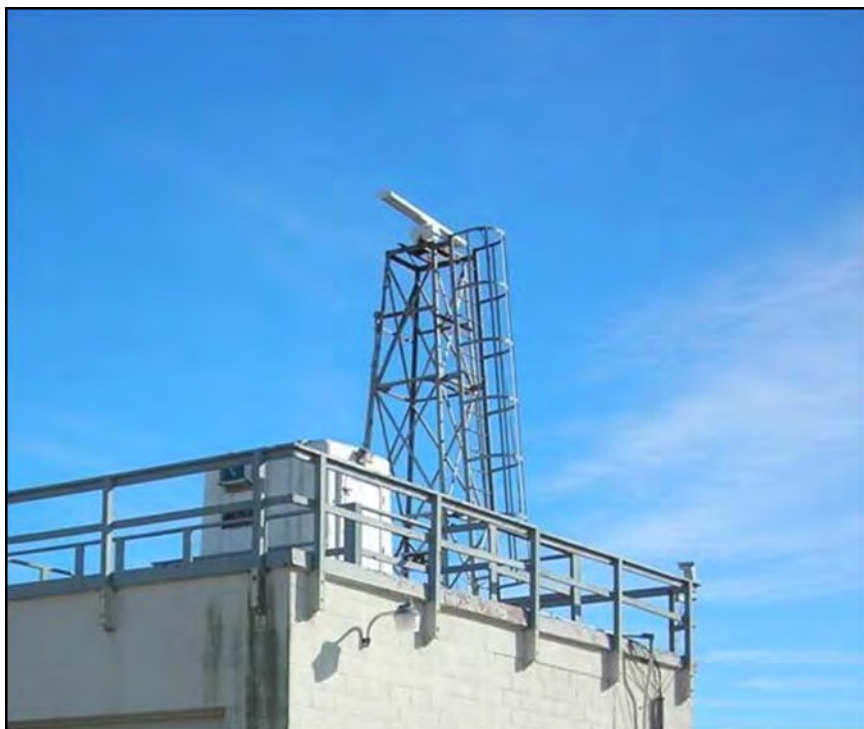
DHR Time Period: New
Dominion (1945–Present)

Property Name: Path
Finder Radar Antenna
Tower

Property Type:
Communications

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Path Finder Radar Antenna Tower is located on the southern half of Wallops Island on the east side of North Seawall Road, south of Causeway Road. It is attached to the southwest corner of the roof of Building X-05, which is close to the shore and an earthen berm. Large

riprap extends farther down the shoreline. The area is open and flat. There is a prefabricated metal building across the street.

The Path Finder Radar Antenna Tower is a four-tiered, steel frame structure mounted to the roof of a concrete block building (X-05). The tower is 18 ft in height and 12 ft in width at the base. It is constructed of four steel posts and diagonal intersecting steel angles. A small exterior metal ladder encircled by a metal cage is on the southwest elevation. A T-shaped, counterclockwise rotating antenna is attached to the top of the tower. The antenna was relocated to this site in 1983 (WFF 2011).

Eligibility: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this antenna tower in 1966.

The Path Finder Radar Antenna Tower has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

X-05A is not individually eligible for listing on the NRHP because it lacks significance and integrity. The tower moved to its current location and is presently less than 50 years old; therefore, it was evaluated under Criteria Considerations B and G in addition to Criteria A–D. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The tower is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The tower was moved after the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the structure from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

001-0027-0191

Facility Number: X-75

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Island
Terminal Building

Property Type:
Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Island Terminal Building is located on the south half of Wallops Island near the intersection of Causeway and North Seawall Roads. Across the street by approximately 100 yards is the shoreline of Atlantic Ocean. The area is open and a tower with the NASA logo can be seen to the southwest. There are elevated metal tracks that carry cables behind the building. Two concrete block buildings (X-140 and X-141) are to the west and Building X-76 is to the east.

The Island Terminal Building is a simple, one-story concrete block building with a flat roof and metal fascia. The footprint of the building was originally L-shaped, but an addition in 1986 enclosed the “L” into a rectangle. The addition has a slightly shorter roofline. A wooden handrail surrounds the west corner of the roof.

The southeast elevation had two double hollow steel door entries and a window, but one door and the window have been filled in with concrete block. The extant doors have louvers in the lower half. A cantilevered concrete hood provides shelter across the three former openings. The southwest elevation has a set of double hollow steel doors in the south end. All the building’s original doors were removed and replaced in 1981 (WFF 2011). A set of switchback wooden stairs on the west end provides access to roof. These replace the original single-flight metal staircase with a landing. A single hollow steel door with a two-step concrete stoop and metal tube handrails provides access to the building on the northeast elevation. The northwest elevation has a single and a pair of double steel sash awning windows with precast concrete slip sills. Cables connect to the corner of the building and a metal stack pierces the roof.

Eligibility: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of

approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this terminal building in 1960.

The Island Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

X-75 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The setting of the building has been adversely affected by the addition of a few post-1965 buildings nearby and substantial material changes to a primary pre-1966 resource in the vicinity. The design of X-75 has been compromised by the removal and enclosure of original openings on the façade (southeast elevation). The building has reduced integrity of materials and workmanship due to the replacement of historical doors and windows and the metal staircase with a wood one. The changes in setting, design, materials, and workmanship have negatively impacted the integrity of feeling and association.

001-0027-0192

Facility Number: X-85

Construction Date: 1963

DHR Time Period: New
Dominion (1945–Present)

Property Name: Special
Projects Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Special Projects Building is on the south half of Wallops Island, on the south side of Causeway Road, northwest of its intersection with North Seawall Road. There is an asphalt paved parking lot in front of it and tall grass and shrubs behind it. Building X-86 is next door. An oil tank surrounded by four concrete walls is located on the southwest elevation. Wooded stairs provide access to the tank.

The Special Projects Building is a steel-frame building with a flat built-up roof and metal fascia. Originally, the steel frame was exposed on the exterior and the walls clad with metal panels (WFF 2011). The building now primarily displays a ribbed split-face concrete block exterior and stucco-clad fascia; the exterior of the two tallest bays at the northwest end are clad with panels of an unknown material. No information identifying when these changes were made was found. The two-bay main entrance on the northeast elevation is situated between three bays on one side and four bays on the other side that are divided by concrete block columns. The entrance is a raised and consists of double glazed doors with a transom. A set of concrete stairs and ramp with metal tube railing are in front of the door. One bay houses a divided-light fixed picture window. The two entrance bays project and have a taller fascia than the other bays. The northwest section of the building is taller with two bays of canvas overhead doors and a central single glazed door with sidelights and transoms. A wood handrail extends along the perimeter of the roof, which houses a dome and satellite; a set of wood switchback stairs lead to them. There are no openings in the northwest or southeast elevations. An elevated track, carrying cables, extends from the northwest elevation. The southwest elevation has two single hollow steel doors and two double hollow steel doors. The southwest elevation of the taller section has one central single glazed door with

sidelights and transom and one overhead canvas door. A metal staircase meets the wood staircase on the roof of the building.

Eligibility: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as the Meteorological Observation Center. The use of the building changed to special projects near the end of 1984 (WFF 2011).

The Special Projects Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

X-85 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. X-85 is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building is in its historical location. The integrity of setting has been altered by the addition of a few post-1965 buildings nearby and a new roadway (North Bypass Road) to the northwest. The building has no integrity of design, materials, or workmanship: the entire exterior has been changed from metal siding, exposed steel frame, and few openings to concrete block, stucco, and façade of picture windows. Lacking design, materials, or workmanship and a diminished historical setting, the building has no integrity of feeling or association.

001-0027-0193

Facility Number: Y-10

Construction Date: 1957

DHR Time Period: New
Dominion (1945–Present)

Property Name: Fuel
Storage Magazine

Property Type: Storage

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Fuel Storage Magazine is located on the south half of Wallops Island, on North Seawall Road south of Causeway Road. The magazine is set back approximately 275 ft from North Seawall Road. The area around it is open with taller grass on the northwest and southwest sides. An antenna tower is behind the magazine. Two to three magazines, constructed after Y-10, are located to the north and northeast.

The Fuel Storage Magazine is built into an earthen berm. The top halves of its reinforced concrete walls are exposed on the northeast and southwest elevations. A metal capped vent pierces the roofline on the southwest. The building faces northwest and consists of a reinforced concrete façade with rebar extending to the north and west, indicating that it was originally tied to another element. The roofline of the façade is a shallow gable. The entrance includes large double steel doors surmounted by a rolling steel door. A cantilevered concrete canopy provides cover to the entrance. A concrete loading dock, with stairs on the south end, is in front of the steel doors. Three wood planks measuring 2 by 8 inches are bolted to the front of the loading dock to act as a bumper. Two horizontal steel beams extend northeast from each side of the doorway and meet two vertical I-beams set in concrete piers. Another steel beam spans between the two vertical I-beams.

Eligibility: This structure is an example of an earth-covered storage magazine built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS

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concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA contracted the Sullivan Engineering Company to build this fuel magazine, the second of its kind at the facility. In the mid 1950s, Wallops Station added more rocket motors to its inventory for the hypersonic research program, which necessitated more storage space for rocket propellants (Shortal 1978). Y-10 was constructed in 1957. The structure has been used for fuel storage since its construction.

Y-10 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Fuel Storage Magazine is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because earthen-bermed magazines were built by the thousands at military installations across the U.S. Y-10 is not a rare or prototype magazine. Therefore, it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

001-0027-0198

Facility Number: Y-55

Construction Date: 1958

DHR Time Period: New
Dominion (1945–Present)

Property Name: AN/FPS-
16 Radar Operations
Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Military/Defense,
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The AN/FPS-16 Radar Operations Building is located on the south half of Wallops Island on the southeast side of North Bypass Road, south of Causeway Road. Concrete pavement surrounds the building on three sides. The fourth side is grass. The raised roadbed of North Bypass Road is visible behind the building. A raised metal track that carries cables extends along the northwest side of the building and enters the building near the center of this elevation.

The AN/FPS-16 Radar Operations Building is a two-story, concrete frame building with concrete block walls and a flat built-up roof and metal fascia. A wood handrail runs along the perimeter of the roof and a dish satellite rests on its west corner. The building rests on a reinforced concrete slab foundation. The northeast elevation has two sets of double hollow steel doors with view windows on each floor. A concrete balcony with a metal tube railing leads from the second floor doors to a set of metal stairs on the northwest elevation. These metal stairs provide access to the roof and satellite. A small opening, covered by an aluminum hood is the port for cables extending along a raised metal track. The southwest elevation has a single hollow steel door with a view window. A three-step concrete stoop with metal tube handrails leads to the door. The southeast elevation has a metal staircase with metal tube handrails leading to a wood-framed platform, also with metal tube handrails, and a single hollow steel door with view windows. The steel stairway replaced the historical concrete platform (WFF 2011). Conduits attached to the middle of the wall, extend to a raised, wood frame deck to the northwest. Power equipment and fans sit on the deck.

Eligibility: This building is representative of a Research, Development and Testing resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA constructed this building in 1958 for the FPS-16 radar, which is mounted to its roof. A long-range radar, the FPS-16 was loaned to Wallops Station by the U.S. Air Force to track multistage rocket vehicles. The 12-foot dish of this C-band radar can track a target to approximately 190 miles (Shortal 1978).

Y-55 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The AN/FPS-16 Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master;

possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The integrity of setting is diminished by the addition of the raised roadbed of North Bypass Road behind the building. The building retains integrity of design and workmanship. The integrity of materials has been reduced by the replacement of the concrete platform on the southeast elevation and the removal of some exterior equipment and/or openings from the southeast and northeast elevations. The building retains integrity of feeling and association.

001-0027-0199

Facility Number: Y-95

Construction Date: 1964

DHR Time Period: New
Dominion (1945-Present)

Property Name: Camera
Platform

Property Type: Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: This Camera Tower is located on the south half of Wallops Island, south of Causeway Road and southeast of North Bypass Road. The area is flat and open with grass surrounding the structure. The AN/FPS-16 Radar Operations Building (Building Y-55) is to the southwest.

The Camera Tower is a four-tiered steel structure. It is constructed of four steel corner posts, attached to 17-inch by 17-inch concrete footings and steel intersecting diagonal steel angles. A spiral steel stair case on the southeast corner extends to a metal framed platform with metal tube handrails. Steel bars spring from the middle of the second tier to support the platform on all four corners of the tower. The Camera Tower once supported a 12 ft cylinder and dome, but these were removed in the 1990s (WFF 2011). Wood stairs lead to a concrete platform supporting mechanical equipment on the southwest corner.

Eligibility: This structure represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of

NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this camera platform in 1964 (WFF 2011).

Y-95 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

This Camera Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. Y-95 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0200

Facility Number: Y-110

Construction Date: 1964

DHR Time Period: New
Dominion (1945-Present)

Property Name: Camera
Platform and 10 ft Astrodome

Property Type: Infrastructure

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: This Camera Platform and 10 ft Astrodome is located on the south half of Wallops Island, southeast of North Seawall Road, next to large riprap that lines the shore of the Atlantic Ocean. The riprap bounds the eastern side and grass surrounds the platform on all the remaining sides.

The Camera Platform is an L-shaped, one tiered wooden structure. Wood posts are set in concrete footings; wood diagonal intersecting members provide additional structural support. Stairs extend to the platform and the dome on the south side. Handrails run along the perimeter of the platform. The camera equipment consists of a 10 ft-diameter cylinder with a 10 ft- diameter dome atop it (WFF 2011). A track runs along the east-west axis of the dome.

Eligibility: This structure represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this camera platform in 1964 (WFF 2011).

Y-110 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The camera platform is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. Y-110 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

001-0027-0126

Facility Number: Z-20

Construction Date: 1961

DHR Time Period: New
Dominion (1945–Present)

Property Name: Liquid
Propellant Storage

Property Type: Storage

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Liquid Propellant Storage building is located on the south half of Wallops Island on the north side of North Bypass Road. A paved access road leads to the building, which is surrounded by tall grass and weeds.

Z-20 is a one-story, corrugated asbestos-clad building with a reinforced concrete foundation. The building has a nearly square footprint and terminates in a front-gable roof covered in asbestos board. The northeast facing façade consists of two steel doors with top and bottom steel channels. These doors serve as a loading bay for the building and a wood bumper is located on the concrete foundation below the doors. The southwest façade contains the primary entrance to this building, which is situated roughly 3½ ft above ground on the east end of the facade. The entrance is accessed using a set of six concrete stairs with a metal handrail. The stairs lead to a concrete platform, which holds an exterior chemical wash shower and eye-wash. This building was moved to its current location in 1969.

Eligibility: Z-20 and Z-25 were surveyed in November 2010, in advance of this larger survey effort due to proposed demolition of the two buildings. The survey recommended both buildings are not individually eligible for nomination to the NRHP (TEC Inc. 2011). The VDHR concurred that neither Z-20 nor Z-25 are eligible for listing on the NRHP (Lee 2011b).

Z-20 also has been evaluated as a contributing resource in a historic district. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

001-0027-0127

Facility Number: Z-25

Construction Date: 1961

DHR Time Period: New Dominion (1945–Present)

Property Name: Liquid Propellant Storage

Property Type: Storage

DHR Historic Context: Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Liquid Propellant Storage building is located on the south half of Wallops Island on the north side of North Bypass Road. A paved access road leads to the building, which is surrounded by tall grass and weeds.

Z-25 is a one-story, corrugated asbestos-clad building with a reinforced concrete foundation. The building has a nearly square footprint and terminates in a front-gable roof covered in asbestos board. The east facing façade consists of two steel doors with top and bottom steel channels. These doors serve as a loading bay for the building and a wood bumper is located on the concrete foundation below the doors. The southwest façade contains the primary entrance to this building, which is located roughly 3½ ft above ground on the south end of the facade. The entrance is accessed using a set of six concrete stairs with a metal handrail, which are entered from the north. The stairs lead to a concrete platform, which holds an exterior chemical wash shower and eye-wash. A second set of five wood stairs is located on the south end of the concrete platform and are more easily accessed than the concrete stairs. This building was moved to its current location in 1969.

Eligibility: Z-20 and Z-25 were surveyed in November 2010, in advance of this larger survey effort due to proposed demolition of the two buildings. The survey recommended both buildings are not individually eligible for nomination to the NRHP (TEC Inc. 2011). The VDHR concurred that neither Z-20 nor Z-25 are eligible for listing on the NRHP (Lee 2011b).

Z-25 also has been evaluated as a contributing resource in a historic district. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

001-0027-0201

Facility Number: Z-40

Construction Date: 1960

DHR Time Period: New
Dominion (1945–Present)

Property Name: Launch
Area 0 Service Building

Property Type: Research,
Development, and Testing

DHR Historic Context:
Technology/Engineering

Eligibility: Not Eligible



Setting and Description: The Launch Area 0 Service Building is located on the south half of Wallops Island near the southwest end of North Seawall Road. The riprap-lined seashore is behind the building. It is surrounded by gravel, dirt, and sand and has a large concrete sidewalk running along the southwest side. Shoreline erosion has led to subsidence and the sidewalk has slipped down on one side and broken into pieces. Building Z-35 is behind the building.

The Launch Area 0 Service Building is composed of two parts, the original concrete block structure, which is now clad in precast concrete panels, and a concrete block addition on the southeast, completed in 1969 (WFF 2011). Both are one-story and have flat precast concrete, built-up roofs with metal fascia. The northwest elevation has a set of replacement double metal doors with view windows and a transom. Two concrete steps with metal tube railing lead to the door and a cantilevered concrete hood provides cover. The southwest elevation of the addition has two double metal doors with cantilevered concrete hoods. The westernmost doors have view windows and a concrete ramp with metal tube railing. Two openings in the southeast elevation have been filled in with concrete block. The northeast elevation of the addition has four windows with precast concrete slip sills. Two have clear glazing and two have translucent glazing. There are two sets of vertical metal conduits affixed to the wall.

Eligibility: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components

related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1960 as the Aerobee Telemetry Building. It was converted to the Launch Control Center Building in 1969. The name of the building changed to Launch Area 0 Service Building in 1993 (WFF 2011).

Z-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The Launch Area 0 Service Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. It lacks integrity of setting because of the addition of post-1965 buildings, launch pads, and associated network of access roads. The building lacks integrity of design, materials, and workmanship because of the alterations that have been completed after the period of significance, including covering the original concrete block exterior, the construction of a large addition on the southeast, the replacement of all personnel doors, and the removal and enclosure of a couple of windows. These alterations and the changes to the setting have negatively affected the integrity of feeling and association.

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2011b Letter to Randall M. Stanley, Historic Preservation Officer, NASA Goddard Space Flight Center, Wallops Flight Facility, Wallops Island, VA, from Virginia Department of Historic Resources, Office of Review and Compliance, Richmond. 28 February.

National Park Service

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1998 *National Register Bulletin No. 22: Guidelines for Evaluating and Nominating Properties that have Achieved Significance Within the Last Fifty Years*. Washington, D.C.: U.S. Government Printing Office.

National Aeronautics and Space Administration (NASA)

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Shortal, Joseph Adams

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TEC Inc.

- 2011 Historic Resources Survey and Eligibility Report for Buildings Z-20 and Z-25, Wallops Flight Facility, Accomack County, Virginia. Prepared for NASA Goddard Space Flight Center, Wallops Flight Facility, Wallops Island, VA. January.

U.S. Army Corps of Engineers

- 1997 *Historic Context for Department of Defense World War II Permanent Construction*. Prepared for U.S. Army Corps of Engineers, Baltimore District by R. Christopher Goodwin and Associates, Frederick, Maryland. June.

URS Group and EG&G Technical Services (URS and EG&G)

- 2003 Final Cultural Resources Assessment of Wallops Flight Facility, Accomack County, Virginia. Prepared for NASA, Goddard Space Flight Center, Wallops Flight Facility, Wallops, VA. November.
- 2004 *Historic Resources Survey and Eligibility Report for Wallops Flight Facility, Accomack County, Virginia*. Prepared for National Aeronautics and Space Administration, Goddard Space Flight Center, Wallops Flight Facility, Wallops Island, VA. 20 December.
- 2006 Integrated Cultural Resources Management Plan (ICRMP): Wallops Flight Facility, Accomack County, Virginia. Prepared for NASA, Goddard Space Flight Center, Wallops Flight Facility, Wallops Island, VA. November.

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- 2003 *Guidelines for Conducting Cultural Resource Survey in Virginia*. Richmond, VA.

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- 1997 *Wallops Station and the Creation of an American Space Program*. Washington D.C.: NASA History Office.

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<http://www.globalsecurity.org/military/library/policy/navy/ntsp/NASMOD-D.htm>. Accessed 15
March 2011.

Appendix A
Qualifications of Preparers

LORI THURSBY
SENIOR ARCHITECTURAL HISTORIAN
TEC INC. - ANNAPOLIS, MD

EDUCATION

1999/M.Arch. History/Architectural History and Historic Preservation/University of Virginia
1993/B.E.D./Environmental Design in Architecture/Miami University

YEARS EXPERIENCE: 16

PROFESSIONAL EXPERIENCE

Ms. Thursby is a highly experienced architectural historian who, as a Project Manager and Principal Investigator, has conducted and directed more than 230 historic resource projects, including Section 106 and Section 110 surveys, Historic American Buildings Survey (HABS) and Historic American Engineering Record (HAER) documentations, and historic context development. She has completed numerous inventories, determinations of eligibility, and assessments of effect on a diversity of property types. She has also directed or prepared several Memoranda of Agreement and Section 4(f) evaluations, and coordinated with Federal agencies, State Historic Preservation Offices (SHPOs), and consulting parties at various stages of the Section 106 process. Ms. Thursby's technical experience also includes National Environmental Policy Act (NEPA) projects. In the past five years, he has been a key contributor in the preparation of more than 20 environmental assessments and environmental impact statements for a number of different federal and state agencies.

Architectural Surveys and Pennsylvania Historic Resources Survey Forms, Pennsylvania Department of Transportation, Various Counties, PA - Prepared a Pennsylvania Historic Resource Survey Form on three different historic resources, each of which were within the rights-of-way of three separate proposed bridge replacement projects. The resources included a mid-19th to mid-20th century farmstead in Cumberland County, a mid-19th to late-20th century farmstead in Huntingdon County, and an early-20th century mill in Cambria County. For the farmsteads, the survey form documented the history and chain of ownership of each farmstead in relation to the regional agricultural history and evaluated the property for its National Register eligibility. Neither property was recommended as eligible. Preparation of the survey form on the Lantzy Mill, a ca. 1921 feed mill, involved a thorough physical investigation of the building, a historical narrative, and National Register evaluation. The mill was recommended eligible under Criteria C and D for its significance in engineering and potential to yield information important in the local history of mills and milling. Each survey form also included color digital photographs, a location map, and a site plan keyed with the photographs.

Architectural Surveys of Historic Properties, Pennsylvania Department of Transportation, Various Counties, PA - Prepared a Pennsylvania Historic Bridge Survey form on each of three bridges that are scheduled for replacement. All three bridges are located in Lehigh County and are mid-1950s precast, prestressed concrete adjacent box beam structures. Documentation of the bridges on the survey forms involved detailed physical descriptions, historical narratives, and National Register evaluations. Each survey form also includes color digital photographs, a location map, and a site plan keyed with the photographs.

Cultural Resources and Historic Context Surveys, Multiple Air National Guard Installations, AL - Architectural historian on a cultural resources team that conducted Section 110 surveys of six Air National Guard stations in Alabama: one each in Birmingham, Gadsden, and Dothan, and three in Montgomery. The project included developing a statewide historic context of the Alabama Air National Guard. For each installation, on-site research and interviews were conducted to gather information on the history and historical mission(s) of the ANG unit and the history and development of the installation and its buildings and structures. Conducted a field survey to photograph and inventory every building constructed before 1990 on state inventory forms. Prepared a technical report that

outlined the survey methods, described each of the surveyed properties, and evaluated the National Register eligibility of the buildings individually and collectively as a historic district within the statewide historic context. (9052)

Cultural Resources Investigation, Bainbridge Road Project, Solon, OH - Senior Architectural Historian contracted by Lawhon and Associates, Westerville, OH, to provide technical services in support of National Register of Historic Places (NRHP) evaluations of five residential properties for the Bainbridge Road Improvement Project in Solon, Cuyahoga County, Ohio. The services included technical guidance on the methodology, analysis, and report preparation and a QA review of the draft report. The technical guidance ensured that the data collection and the draft report met the standards of the reviewing agency. The reviewing agency accepted and approved the draft report without comment.

Cultural Resources Survey, Riddlesburg Bridge, PennDOT, Bedford County, PA - Conducted an architectural survey for the proposed bridge replacement over Raystown Branch of the Juniata River in the town of Riddlesburg in Broad Top Township, Bedford County, PA. Prepared a Pennsylvania Historic Resource Survey Form on Italianate-style store that was bought and managed by a prominent coal and iron company just a few years after it was built in 1869. The survey form documented the history and chain of ownership of the store and evaluated the property for its National Register eligibility. The survey form also includes color digital photographs, a location map, and a site plan keyed with the photographs.

Cultural Resources Survey, Rosecrans Memorial Airport, St. Joseph, MO - Architectural historian on a cultural resources team that conducted a Section 110 survey of the Air National Guard base at Rosecrans Memorial Airport. Conducted the architectural survey, which recorded all buildings, structures, and objects built before the end of the Cold War (pre-1990). Performed on-site research of real property records, unit histories, and as-built drawings to develop a history of the Air National Guard unit and to chronicle the physical evolution of the installation. The field survey photographed and inventoried the resources on Missouri inventory forms. Prepared a technical report that outlined the survey methods, described each of the surveyed properties, and evaluated the National Register eligibility of the buildings individually and collectively as a historic district.

Environmental Assessment and Archaeological Survey, Naval Support Activity Philadelphia, PA - Senior Architectural Historian assisting the Navy in fulfilling its NHPA Section 106 compliance obligations for a Public/Private Venture (PPV) Housing program at NSA Philadelphia, located in North Philadelphia, PA. The PPV project involved leasing the land and transferring the ownership of 14 housing units and associated outbuildings and utilities to a PPV partner; one of the housing units is eligible for the National Register of Historic Places. Co-wrote on behalf of the Navy the Section 106 consultation letter that presented the definition of the project's Area of Potential Effects and the finding of effect to the PA SHPO.

Environmental Assessment for Aircraft Carrier Aviation Integrated Test Facility, NAES Lakehurst, NJ - Principal Investigator and architectural historian for the intensive-level survey of 24 buildings located in the project area for the proposed ACAIT/ALRE Facility at NAES Lakehurst. Twenty-two of the buildings are from the Cold War-era and 16 of these are 50 years old or older. The inventoried properties are facilities associated with testing and evaluation of aircraft carrier launch and recovery systems. Therefore, the survey included development of a Cold War historic context of carrier aviation research, development, testing, and evaluation. The report presented this historic context and the survey data and findings. Accompanying documentation included a New Jersey Historic Preservation Office Survey Form of each Cold War-era resource. The results of the historic resource survey were incorporated into the Environmental Assessment for the project.

Environmental Assessment for Commissary Construction at Mitchel Field, Hempstead, NY - Architectural Historian on a multi-discipline team preparing an EA for the proposed construction of a new commissary and Navy Exchange at Mitchel Field, Long Island, New York. Wrote the cultural resources sections of the EA. Analyzed the potential impacts of the No Action Alternative and two different action alternatives on cultural resources. One of the

action alternatives involves the demolition of several buildings that are eligible for listing on the NRHP. Assisted the Navy in Section 106 consultation with the New York SHPO.

Environmental Assessment for Demolition of Building C, Naval Station Norfolk, Lafayette River Annex, Norfolk, VA - Architectural historian on a team of planners that prepared an EA to address the impacts resulting from demolition of Building C, a historic property, and relocation of the personnel from the substandard facility to Naval Station Norfolk. Built in 1922, Building C is a contributing resource in a historic district. Prepared a Historic Preservation Alternatives Analysis (HPAA) Report as part of the technical studies for the EA to analyze historic preservation alternatives for Building C. The HPAA report described the architectural character of the building, its history and significance, and current structural conditions, and detailed six treatment options, including renovation, adaptive reuse, mothballing, leasing/selling, relocation, and demolition of the building.

Environmental Assessment, Biological Assessments, and Related Studies for Enhanced Range Operations, Marine Corps Air Station Cherry Point and Marine Corps Base Camp Lejeune, NC - Deputy Project Manager on the preparation of an EA evaluating the potential impacts associated with supporting and conducting current and increasing training operations at the range complex at MCAS Cherry Point, North Carolina. Responsible for coordinating with team members on the preparation of EA sections, coordinating with the government, preparing monthly progress reports, attending public meetings, and quality control review of document. Assisted with the preparation of the Description of the Proposed Action and Alternatives. Prepared the architectural resource sections of the EA, detailing the historic architectural resources in the range complex and the potential impacts of training operations on these resources. Also prepared the architectural resource sections of the Range Operations EA for MCB Camp Lejeune, North Carolina, which was prepared simultaneously to the EA for the range operations at MCAS Cherry Point. Both EAs were completed under an aggressive schedule.

Environmental Assessment, Navy/Marine Corps Readiness Center Relocation, Lehigh, PA - Cultural Resource Specialist on a multi-discipline team that prepared an EA to evaluate the potential impacts associated with the proposed acquisition of 4.8 ha (11.8 ac) of land adjacent to the NMCRC Lehigh Valley and subsequent construction, operation, and maintenance of additional facilities to support personnel that are relocating from NMCRC Reading, PA to NMCRC Lehigh Valley. Defined the area of potential effects (APE) to take into account the project's potential to cause both direct and indirect effects on significant archaeological and architectural resources. Conducted research to identify any known cultural resources in the APE. Analyzed the data to determine the potential impacts of the project on known historic architectural resources and documented the results in the EA. Co-wrote on behalf of the Navy the Section 106 consultation letter to the PA SHPO presenting the finding of effect for the project.

Environmental Documentation for Environmental Assessment and Section 106 Compliance for PPV Navy Family Housing, Naval District Washington, Washington, DC - Senior Architectural Historian on a multi-discipline team assisting the Navy in fulfilling its NEPA and NHPA Section 106 compliance obligations for implementation of a Public-Private Venture (PPV) housing initiative at 11 locations within Naval District Washington. The project involves privatization of 269 Navy family housing units, many of which are in National Historic Landmarks or NRHP-eligible historic districts. Prepared a Section 106 consultation letter to each (DC, MD, and VA) SHPO that presents the proposed action, the area of potential effect of each site in their respective state, the efforts to identify historic properties, and the findings of effect. Conducted additional research and documentation of the housing units at two of the Maryland sites for the MD SHPO. Wrote the cultural resources sections of the EA.

Environmental Due Diligence for Public Health and Safety Communications Facility, New Market, MD - Conducted the cultural resources survey for the proposed construction and operation of an emergency services tower and facilities, which would be part of a network of State-owned radio towers to support current operations for various state and Federal government radio systems. The survey included a delineation of the APEs for the tower, which included one for direct effects associated with construction of the tower and one for indirect, or visual, effects to the setting of historic properties. Conducted background research and a reconnaissance survey to identify historic properties within the APEs. Documented the results of the survey and a determination of effect in a Section 106

consultation package that was submitted to the Maryland Historical Trust, Maryland's SHPO, for review and comment. The results of the cultural resources survey were incorporated into the Environmental Assessment.

Environmental Due Diligence, NEPA, and Cultural Resource Studies for Proposed Social Security Administration Site (Lexington Rd.), Woodlawn, MD - Senior Architectural Historian for a cultural resources survey of a 1-acre site proposed for acquisition for the Social Security Administration in Baltimore County, MD. Completed a determination of eligibility for an early-nineteenth century residence located on the proposed site. A technical report detailed the results of the DOE and a Phase IA archaeological investigation. In accordance with Maryland Historical Trust guidelines, both a Maryland Inventory of Historic Properties form and a DOE form were prepared on the property. MHT concurred with the results and recommendations of the survey.

Environmental Impact Statement and Integrated Project Report for Dallas Floodway Balanced Vision Plan, Dallas, TX - Senior member on a team of architectural historians that conducted an intensive engineering inventory and evaluation of the Dallas Floodway in Dallas, Texas. The survey was a technical study related to the EIS being prepared by the U.S. Army Corps of Engineers to consider potential environmental consequences for all of its related proposed undertakings within the Dallas Trinity River Floodway. The intensive engineering survey recorded the appropriate structural components of the floodway and evaluated the collective historical significance of these components. The survey inventoried a total of 55 engineering resources comprising 10 different types of hydraulic physical features (levees, diversion channels, overbanks, pumping plants, pressure sewers, outlet gate structures, intakes, sluices, sumps, and emergency control structures). The survey report included a historic context of the floodway as a flood control system and as the outgrowth of community planning. The results of the survey were incorporated into the EIS for the project.

Environmental Impact Statement for Dredging of Norfolk Harbor Channel, NAVFAC Atlantic, Norfolk, VA - Architectural Historian on a multi-discipline team that prepared an EIS for the Navy on the proposed deepening of approximately five miles of the Federal navigation channel (Norfolk Harbor Channel) located in the Southern Branch of the Elizabeth River in Southeastern Virginia, which would provide Nuclear Powered Aircraft Carriers (CVN) improved access/egress to Lamberts Point Deperming Station and Norfolk Naval Shipyard. Prepared prehistoric and historic contexts on the action area and presented information on known and recorded cultural resources located in two action alternative areas. Analyzed the potential impacts of the No Action and two proposed action alternatives on cultural resources.

Environmental Impact Statement for Criminal Alien Requirement 9, Federal Bureau of Prisons, Washington, DC - Architectural historian on a team that prepared an EIS that analyzed the environmental impacts of the Bureau of Prisons to contract private contractors to house close to 2,000 criminal aliens at a contractor-owned and operated correctional facility located in Baldwin, MI, or Lake City, FL. Collected the data and wrote the cultural resources sections in the EIS. These sections identified the known and recorded cultural resources located in the two alternative project sites and analyzed the potential impacts by the proposed action on cultural resources.

HAER Documentation, Ohio Department of Transportation, Napoleon, OH - Principal Investigator and architectural historian for the HAER documentation of a 1929–30 closed spandrel concrete arch bridge in northwestern Ohio. Areas of significance included its concrete arch construction, City Beautiful design principles, and its role in the late 1920s highway program of the Ohio Department of Highways, Bureau of Bridges. The documentation included copies of the bridge plans and numerous large format black-and-white photographs.

Historic Properties Documentation, Countiss Tenant House, St. Mary's County MD - Completed a reconnaissance-level documentation of a private historic residence near the rural community of Mechanicsville. The goal of the documentation was to determine whether the property may meet the NRHP criteria for eligibility. With this goal in mind, the results of the field examination of the house and the history and possible area of significance were organized and written in a format to conform to an NRHP nomination form. The late-nineteenth century vernacular, wood-frame house was enlarged in the 1930s and again in the 1950s and was the center of a diversified farm.

Historical Architecture Survey and Section 106 Consultation, The Banks Development Area, Cincinnati, OH - Project Manager and Senior Architectural Historian for the proposed construction of a riverfront intermodal transit facility, extension of the street grid network, and realignment of a connector road on the Ohio riverfront in Cincinnati, Ohio. Responsible for delineating the project's Area of Potential Effects (APE), which includes a National Historic Landmark bridge and is adjacent to two historic districts. Developed a historic context to evaluate the National Register of Historic Places eligibility of all built resources within the APE and evaluated the project's potential effects on historic properties in accordance with Section 106 implementing regulations (36 CFR 800). Prepared a technical report outlining the survey's methods, results, and management recommendations. Assisted in Section 106 consultation with the Ohio SHPO. The work was conducted as a subcontractor to HNTB for the Federal Transit Administration, the Federal Highway Administration, the U.S. Army Corps of Engineers, the Ohio Department of Transportation, and several regional and local agencies.

National Register of Historic Places Multiple Properties Documentation, Tobacco Barns in Southern Maryland - Architectural Historian and Principal Investigator for the development of a National Register Multiple Properties Documentation (MPD) nomination form on tobacco barns built in Southern Maryland between the 1790s and 1957. Archival research included review of primary and secondary sources at a number of libraries and archives in Maryland and Washington, D.C. The MPD Nomination Form includes historic contexts on the history of tobacco production in Southern Maryland and the architectural evolution of the state's tobacco barns, and defines the tobacco barn property types that are associated with these contexts. The Maryland Historical Trust reviewed and approved the first draft of the MPD form without comment. The project also involved documenting five tobacco barns for individual nomination to the National Register. Accompanying the individual nominations were black-and-white photographs, color slides, and measured floor plans.

NEPA and Cultural Resources Studies for Proposed Demolition and Lease Construction, U.S. Citizenship and Immigration Services Building, Norfolk, VA - Senior Architectural Historian for an intensive-level survey for the proposed lease construction of a new building for the U.S. CIS on a 2-acre site in southeast Norfolk, VA. The survey researched and documented two ca. 1930 residences. The buildings were evaluated for their NRHP eligibility and the results were presented in a technical report. Virginia Department of Historic Resources intensive survey forms for both buildings supplemented the report.

NEPA CATEX Checklist and Phase I Archaeological Survey, NOAA Fairmont Remote Backup Facility, Fairmont, WV - Directed and conducted the cultural resources investigations for the proposed construction of a remote backup facility for the National Oceanic and Atmospheric Administration. The investigations included historical research and reconnaissance survey of architectural properties and a Phase Ia archaeological study. Delineated the project's APE and collected information on previously inventoried and surveyed cultural resources at the WV SHPO. Conducted a site visit to document existing conditions and photograph views from each of four proposed sites for the facility and of previously inventoried properties. Oversaw the development of the Phase Ia archaeological study.

Phase I Environmental Site Assessments and Cultural Resources Reports for Proposed Acquisition, U.S. Courts, Harrisburg, PA - Senior Architectural Historian for a cultural resources survey of two potential sites for a new, stand-alone U.S. Courthouse in downtown Harrisburg, PA. The architectural survey inventoried a total of 18 buildings on both sites. Among the documented properties included mid-nineteenth to early-twentieth century rowhouses and an Art Deco skyscraper. The development history of each project site was documented to the construction of the properties within the appropriate context. Only one of the buildings, the skyscraper, was recommended as eligible for the NRHP. The survey also involved reexamining the historic integrity of an institutional building in the APE that had been altered since its initial determination of eligibility in 2000. Pennsylvania Historic Resource Survey forms were prepared for the 18 newly inventoried properties and the one for the institutional building was updated.

Reconnaissance Level Survey and Historic Documentation of Two Properties, Albemarle County, VA -

Principal Investigator and Architectural Historian on a reconnaissance-level architectural survey for a proposed housing development project in central Albemarle County, Virginia. AHIP proposed a mixed-income development of 90 units of rental housing on 6.6 acres of land on the periphery of the city of Charlottesville. The architectural survey recorded two early-twentieth-century single-family residences located in the project area. The interior and exteriors of the buildings were examined for their stylistic features, building materials, alterations, and condition, and photographed using 35-mm black-and-white film. Along with the data collected during the field survey, previous research was utilized to consider the potential of each building for eligibility in the National Register of Historic Places and to make recommendations on the need for further investigation.

Section 106 Consultation and Request for Determination of Eligibility for National Register of Historic Places, 158th Fighter Wing, Burlington, VT -

Assisted the National Guard Bureau (NGB) in preparing documentation to submit to the Keeper of the NRHP for a federal Determination of Eligibility for Building 130 at the Burlington International Airport. Gathered information on Building 130, a mid-1950s alert aircraft ready shelter, within the historic context of Cold War air defense infrastructure and used it to adequately evaluate the historic integrity of the building. Wrote a narrative of the findings, which supported the NGB's recommendation that Building 130 is not eligible. Upon review of the documentation, the Keeper determined the property is not eligible.

Unmanned Aerial Systems (UAS) Airstrip Environmental Assessment, Wallops Flight Facility (WFF), Wallops Island, VA -

Senior Cultural Resources Specialist on a multi-discipline team that prepared an EA to analyze the potential environmental consequences resulting from the construction and operation of a new UAS airstrip at the north end of Wallops Island in Accomack County, VA. Responsible for preparing a Section 106 consultation letter to the National Park Service regarding potential indirect effects of the proposed undertaking on the National Register-eligible Assateague Beach Life-Saving Station, which is located within Assateague Island National Seashore and under NASA-controlled restricted airspace. Prepared the cultural resources section of the EA.

PUBLICATIONS

The Art of Commemoration: The General William T. Sherman Statue, Washington, D.C. – M. of Architectural History Thesis, University of Virginia.

President's Park Notes: General William T. Sherman Statue – Educational and interpretive fact booklet.

Huntington, Indiana National Register Properties – Brochure.

ADDITIONAL TRAINING

Advanced Section 4(f) Workshop, Federal Highway Administration Resource Center in Baltimore – Pre-conference workshop to Byways to the Past: The Fourth Annual Conference on Historic Preservation and Transportation Projects, Indiana, Pennsylvania

Section 4(f) Training Workshop, Ohio Department of Transportation, Office of Environmental Services, Columbus, OH

Victorian Society Summer School, Newport, RI

MEMBERSHIPS AND ACTIVITIES

National Trust for Historic Preservation

EMPLOYMENT HISTORY

TEC Inc., Annapolis, MD, 2006 - present

Archaeological Services Consultants, Inc., Columbus, OH, 1999 - 2006

National Park Service, Office of White House Liaison, Washington, DC, 1998

R. Christopher Goodwin & Associates, Frederick, MD, 1996 - 1997

Archaeological Services Consultants, Inc., Columbus, OH, 1993 - 1996

KIMBERLY MARTIN
ARCHITECTURAL HISTORIAN
TEC INC. - ANNAPOLIS, MD

EDUCATION

2010/M.S./Historic Preservation/Clemson University/ College of Charleston-Charleston SC
2008/B.A./History/Cedar Crest College

YEARS EXPERIENCE: 2

PROFESSIONAL EXPERIENCE

Ms. Martin is an architectural historian with experience in both surveying and material conservation. She has taken in part in projects ranging from wood window sash restoration and paint sampling to historic building descriptions and preservation planning recommendations. She has created measured drawings, treatment plans, historic contexts, and a historic structures report and feasibility study for various organizations in Charleston and completed an extended internship with the National Center for Preservation Technology and Training, a National Park Service facility in Natchitoches, LA. Her graduate studies at Clemson University combined preservation law, economics, politics and planning, with architectural history, documentation and conservation, creating a multi-faceted understand of historic preservation and architectural history.

Architectural Resources Reconnaissance Survey, Letcher County, KY- Refined the Area of Potential Effect based on the height of the proposed building, topography, and building patterns of the region. Record structures older than 50 years and filled out inventory forms on those structures that were both 50 years or older and were in good condition. Recommendations were provided as to the impacts on architectural resources in each of the three proposed sites.

Cultural Resource Survey, Air National Guard Stations, Atlantic City, NJ, and Syracuse, NY- Prepared New Jersey and New York State survey forms for 49 buildings predating 1990. Surveys included detailed building descriptions, digital photography, and National Register assessment. Buildings younger than 50 years old were assessed based on their significance to the Cold War under Criteria Consideration G.

Cultural Resource Survey, Lincoln Air National Guard Station, NE - Prepared Nebraska State survey forms for ten buildings predating 1990. Surveys included detailed building descriptions, digital photography, and National Register assessment. Buildings younger than 50 years old were assessed based on their significance to the Cold War under Criteria Consideration G.

Facility Condition Assessment, Marine Barracks Washington, Washington, D.C.- Assessed interior and exterior architectural elements. Completed inventories of architectural elements and narratives describing the features of the buildings. Created estimates for the deficiencies identified within each building.

Survey of Historic Structures, Upper Saucon Township, PA - Created and conducted a survey for the Environmental Advisory Committee, tracking remaining historic buildings from the 1976 township history. Digital photography and descriptions were used to assess how each building had changed over the past 30 years. Research was conducted on preservation techniques that would preserve both the buildings and the undeveloped land in the township. Ms. Martin provided the township with an assessment of their best options.

45 Hasell House History, Charleston, SC - Completed a chain of title and extensive research on a tract of land to determine when the current building was constructed and if it was connected to any important people or historic events. Research included deeds, Sanborn Maps, various historical maps, city directories, and hurricane vouchers.

History, Documentation, and Paint Analysis of the Joseph Manigault House, Charleston, SC - Member of a eleven person team that created a historic context and measured drawings of the third floor of the Manigault House. Measured drawings included a plan of the third floor and elevations of every room. Paint analysis was conducted on the southwest room. Samples were taken from every elevation. The team prepared and analyzed the samples to create a paint history of the room.

Cultural Landscape Report: Wragg Square, Charleston, SC - Member of a three person team that documented and assessed the importance of Wragg Square to Charleston SC. The team conducted research on the plot of land and the date it became Wragg Square. They determine that the square was one example of a limited number of urban open spaces on the Charleston Peninsula. Historic photographs, including HABS photographs were consulted to assess changes in the landscape. The square was documents through measure AutoCAD drawings, depicting the plan with dimensions of tree canopies, and three elevations.

Sweet grass Basket Corridor Survey, Georgetown, SC - Member of a three person team, surveying the 15 mile section of the Sweet grass basket corridor. Survey included sketches of roof plans and brief building description. The survey's purpose was to document an area with great cultural significance that had been disappearing as a result of the expansion of Mt Pleasant, SC and development.

Eternal Father of the Sea Naval Chapel Historic Structures Report and Feasibility Study, North Charleston, SC - Member of eleven person team that assessed the condition, integrity, character defining features, and possibility for inclusion on the National Register., as well as devised a possible adaptive use. The team was divided into three groups to research the North Charleston Naval Base, the Chapel itself, and changes to building. These three teams also assessed the exterior, the interior apse, and the interior nave. Legal, economic, community, and code considerations were examined to devise an adaptive use. The local government and community were consulted about the importance of the chapel and needs of the community.

Repair and Restoration of Lawson's Pond's 1830s Original Cypress Window Sash and Sills, Holly Hill, SC- Member of a three person crew that assessed sash and sill condition, and completed necessary interventions. All windows were removed from the building, pointed, re-glazed, scrapped, sanded, and painted. Several sash and sills required wood consolidant to treat wood deterioration and a few sash and sills required wood epoxy build up or replacement. New stops, created from Spanish cedar, were screwed into place to prevent damage to the wood framing behind it. All interventions were recorded in a work journal and on a sketch of the building.

Treatment Assessment of Terrestrial Metal Architectural Elements, Charleston, SC - Created a treatment plan, based on the type of metal, the terrestrial corrosion process, and types of interventions available. Corrosion that takes place in the ground is more progressive and requires interventions that will draw the salts out of the base metal. If salts are not controlled, corrosion will progress until the base metal has been eaten away. Ms. Martin consulted with Warren Lasch Research Laboratories, where she X-rayed the elements to determine the state of the base metal, and discussed the Research Laboratories new method of treatment, the subcritical method. Electrolyte Reduction and the Subcritical Method were selected as the two most viable treatment options. Ms. Martin performed Electrolyte Reduction on a sacrificial element and determined that this treatment did not address the salt issue.

Conditions Assessment of 34 George Street, Charleston, SC - Examined three accessible elevations to determine condition of materials and interventions needed to stabilize the building. A basic history and assessment of the architectural style was conducted to determine the building's importance to Charleston, which guided the recommendations of interventions. Ms. Martin produced approximated AutoCAD drawings and photographs, depicting areas of deterioration, biological growth, weathering, and missing elements.

Comparative Study of Six Paint Removers, National Center for Preservation Technology and Training, Natchitoches, LA - Performed scientific testing on historic and modern brick core samples to determine which of six products tested were most effective on historic and modern bricks. Samples were painted with five and eight layers

of latex paint and designated samples were weathered using an artificial weathering instrument known as a QUV. Paint removers were applied to samples using product directions. Samples were weighed in triplicate, photographed, and placed under the colorimeter and a Laser Profilometer, an instrument used to map the surface of a sample. Ms. Martin recorded and analyzed the data to determine which of the products performed the best under the varying circumstances. A report was produced and presented at the Association for Preservation Technology's October 2010 Conference in Denver.

PUBLICATIONS

Community and Place: A study of four African American Cemeteries in Charleston – Masters of Science in Historic Preservation Thesis, Clemson University/College of Charleston

Eternal Father of the Sea-Historic Structures Report and Feasibility Study – Study produced for the City of North Charleston and the Clemson University Restoration Institute

Comparative Study of Six Commercial Paint Removers – presented by Sarah Jackson (NCPTT) at the 2010 APT Conference in Denver

EMPLOYMENT HISTORY

TEC Inc., Annapolis, MD, 2011- Present

National Center for Preservation Technology and Training, Natchitoches, LA, 2010

Edgewood Builders, Charleston, SC, 2009

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Appendix B
Basic Inventory List Arranged by VDHR Number

Appendix B - Basic Inventory List Arranged by VDHR Number

<i>VDHR ID Number</i>	<i>Property ID Number</i>	<i>Property Name</i>	<i>Address</i>	<i>USGS Quadrangle</i>
001-0027-0126	Z-20*	Liquid Propellant Storage	North Bypass Road	Wallops Island
001-0027-0127	Z-25*	Liquid Propellant Storage	North Bypass Road	Wallops Island
001-0027-0128	E-144	Ionosphere Sounding & Solar Data Center	Fulton Street	Chincoteague West
001-0027-0129	F-157	Office Furniture Supply Warehouse	Wormhoudt Street	Chincoteague West
001-0027-0130	F-160	Health/Quality Verification Lab/Environmental Building	Bliss Street	Chincoteague West
001-0027-0131	F-163	Chemical Storage Building	Bliss Street	Chincoteague West
001-0027-0132	F-170	POMB Storage Building	Wormhoudt Street	Chincoteague West
001-0027-0133	M-15	Rocket Inspection & Storage Building	---	Chincoteague West
001-0027-0134	M-16	Inert Rocket Hardware Storage & Hardware Inspection Shelter No. 2	---	Chincoteague West
001-0027-0135	M-17	Heating Plant Building	---	Chincoteague West
001-0027-0136	M-25	Ready Issue Minor Hazard Explosives Magazine	---	Chincoteague West
001-0027-0137	M-183	Ready Service Pyrotechnics Storage Magazine	---	Chincoteague West
001-0027-0138	M-184	Ready Issue Explosive Storage Magazine	---	Chincoteague West
001-0027-0139	N-133	NASA Federal Credit Union	Fulton Street	Chincoteague West
001-0027-0140	N-134	VA Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office	Fulton Street	Chincoteague West
001-0027-0141	N-159	Research Aircraft and Observation Science Lab	Stubbs Boulevard	Chincoteague West
001-0027-0142	N-159E	ASR-7 Radar Antenna Tower	Stubbs Boulevard	Chincoteague West
001-0027-0143	N-162	Telecommunications Facility Building	N-162 Road	Chincoteague West
001-0027-0144	N-162B	Frequency Monitoring Antenna Tower	N-162 Road	Chincoteague West
001-0027-0145	N-163	Antenna Calibration Measurement Facility	---	Chincoteague West
001-0027-0146	N-164	High Frequency Receiver Antenna No. 2- Rotating	N-162 Road	Chincoteague West
001-0027-0147	N-166	Explosives Handling Equipment Storage Building	Stubbs Boulevard	Chincoteague West
001-0027-0148	N-167	X-Band Antenna Central Control Building	N-162 Road	Chincoteague West
001-0027-0149	N-174	Boresight & Calibration Tower	N-162 Road	Chincoteague West
001-0027-0150	N-218	Chemical Storage Building	Bliss Street	Chincoteague West
001-0027-0151	N-222	Surplus Utilization and Disposal Building	Fulton Street	Chincoteague West
001-0027-0152	I-004	Wallops Island Causeway and Cat Creek Bridge	Causeway Road	Bloxom and Wallops Island
001-0027-0153	U-005	Mainland Terminal Building	Mainland Road	Bloxom
001-0027-0154	U-20A	Radar Antenna Pedestal Tower "B"	Mainland Road	Bloxom

Historic Resources Eligibility Survey, Wallops Flight Facility

<i>VDHR ID Number</i>	<i>Property ID Number</i>	<i>Property Name</i>	<i>Address</i>	<i>USGS Quadrangle</i>
001-0027-0155	U-20B	Electric Power Control Building	Mainland Road	Bloxom
001-0027-0156	U-25	Radar Operations Building	Mainland Road	Bloxom
001-0027-0157	U-25A	Radar Antenna Pedestal Tower "A"	Mainland Road	Bloxom
001-0027-0158	U-26	Projects Maintenance Shop	Mainland Road	Bloxom
001-0027-0159	U-27	Spare Parts Storage Building	Mainland Road	Bloxom
001-0027-0160	U-30	Spandar Radar Operations Building	Mainland Road	Bloxom
001-0027-0161	U-30A	Spandar Radar Pedestal Tower	Mainland Road	Bloxom
001-0027-0162	U-40	Mobile Radar Laboratory	Mainland Road	Bloxom
001-0027-0163	U-55	Transmitter Building	Mainland Road	Bloxom
001-0027-0164	U-55A	High Frequency Antenna Tower	Mainland Road	Bloxom
001-0027-0165	U-60	AN/FPQ-6 Collimations Beacon & Tower	Mainland Road	Bloxom
001-0027-0166	U-64	Communications Antennas Support Tower	Mainland Road	Bloxom
001-0027-0167	U-70	AN/FPQ-6 Radar Building	Mainland Road	Bloxom
001-0027-0168	U-70A	AN/FPQ-6 Radar Antenna Pedestal Tower	Mainland Road	Bloxom
001-0027-0169	U-80	Atmospheric Physics Measurement Laboratory	Mainland Road	Bloxom
001-0027-0170	V-25	Inert Payload Assembly & Checkout Building	North Seawall Road	Wallops Island
001-0027-0171	V-30	Ammunition Magazine	North Seawall Road	Wallops Island
001-0027-0172	V-42	Ready Service Chemical Storage Magazine	North Seawall Road	Wallops Island
001-0027-0173	V-45	Horizontal Dynamic Balance Test Building	North Seawall Road	Wallops Island
001-0027-0174	V-50	Dynamic Balance Control Center	North Seawall Road	Wallops Island
001-0027-0175	V-50A	Utility Canopy	North Seawall Road	Wallops Island
001-0027-0176	V-52	Ready Service Chemical Storage Magazine	North Seawall Road	Wallops Island
001-0027-0177	V-55	Vertical Dynamic Balance Test Building	North Seawall Road	Wallops Island
001-0027-0178	V-80	Rocket Motor Ready Storage Building	North Seawall Road	Chincoteague West
001-0027-0179	W-10	Launch Area Terminal Building	North Seawall Road	Wallops Island
001-0027-0180	W-15	Assembly Shop No. 4	North Seawall Road	Wallops Island
001-0027-0181	W-16	Ready Storage Cubicle	North Seawall Road	Wallops Island
001-0027-0182	W-20	Blockhouse No. 3	North Seawall Road	Wallops Island
001-0027-0183	W-35	Terminal Building Launch Area 4	North Seawall Road	Wallops Island
001-0027-0184	W-40	Assembly Shop No. 5	North Seawall Road	Wallops Island
001-0027-0185	W-50	Launch Area Cable Terminal Building	North Seawall Road	Wallops Island
001-0027-0186	W-51	Flammables Storehouse Ready Magazine	North Seawall Road	Wallops Island
001-0027-0187	W-57	Microwave Rain Attenuation Tower	North Seawall Road	Wallops Island
001-0027-0188	W-65	Checkout and Assembly Shop No. 3	North Seawall Road	Wallops Island
001-0027-0189	W-67	Ready Issue Explosives Storage Cubicle	North Seawall Road	Wallops Island

Historic Resources Eligibility Survey, Wallops Flight Facility

<i>VDHR ID Number</i>	<i>Property ID Number</i>	<i>Property Name</i>	<i>Address</i>	<i>USGS Quadrangle</i>
001-0027-0190	X-005A	Pathfinder Radar Antenna Tower	North Seawall Road	Wallops Island
001-0027-0191	X-75	Island Terminal Building	North Seawall Road	Wallops Island
001-0027-0192	X-85	Special Projects Building	North Seawall Road	Wallops Island
001-0027-0193	Y-10	Fuel Storage Magazine	North Seawall Road	Wallops Island
001-0027-0194	Y-16	Flammables Storehouse Ready Magazine	North Seawall Road	Wallops Island
001-0027-0195	Y-20	Ordnance and Explosives Ready Issue Storage Magazine	North Seawall Road	Wallops Island
001-0027-0196	Y-37	Firing Cubicle	North Seawall Road	Wallops Island
001-0027-0197	Y-38	Launcher Equipment Shelter Hydraulic Pump House	North Seawall Road	Wallops Island
001-0027-0198	Y-55	AN/FPS-16 Radar Operations Building	North Bypass Road	Wallops Island
001-0027-0199	Y-95	Camera Platform	North Bypass Road	Wallops Island
001-0027-0200	Y-110	Camera Platform with 10-ft Astrodome	North Seawall Road	Wallops Island
001-0027-0201	Z-40	Launch Area 0 Service Building	North Seawall Road	Wallops Island

* Z-20 and Z-25 were surveyed in November 2010, in advance of this larger survey effort due to proposed demolition of the two buildings.

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Appendix C
NRHP Eligibility of Surveyed Resources Arranged by Facility Number

Appendix C - NRHP Eligibility of Surveyed Resources Arranged by Facility Number

<i>Property ID Number</i>	<i>VDHR Property Number</i>	<i>Property Name</i>	<i>Date of Construction</i>	<i>NRHP-Eligibility</i>
E-144	001-0027-0128	Ionosphere Sounding & Solar Data Center	1959	Not Eligible
F-157	001-0027-0129	Office Furniture Supply Warehouse	1957	Not Eligible
F-160	001-0027-0130	Health/Quality Verification Lab/Environmental Building	1957	Not Eligible
F-163	001-0027-0131	Chemical Storage Building	1963	Not Eligible
F-170	001-0027-0132	POMB Storage Building	1957	Not Eligible
I-004	001-0027-0152	Wallops Island Causeway and Cat Creek Bridge	1960	Not Eligible
M-15	001-0027-0133	Rocket Inspection & Storage Building	1963	Not Eligible
M-16	001-0027-0134	Inert Rocket Hardware Storage & Hardware Inspection Shelter No. 2	1963	Not Eligible
M-17	001-0027-0135	Heating Plant Building	1963	Not Eligible
M-25	001-0027-0136	Ready Issue Minor Hazard Explosives Magazine	1957	Not Eligible
M-183	001-0027-0137	Ready Service Pyrotechnics Storage Magazine	1957	Not Eligible
M-184	001-0027-0138	Ready Issue Explosive Storage Magazine	1958	Not Eligible
N-133	001-0027-0139	NASA Federal Credit Union	1956	Not Eligible
N-134	001-0027-0140	VA Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office	1956	Not Eligible
N-159	001-0027-0141	Research Aircraft and Observation Science Lab	1957	Not Eligible
N-159E	001-0027-0142	ASR-7 Radar Antenna Tower	1961	Not Eligible
N-162	001-0027-0143	Telecommunications Facility Building	1957	Not Eligible
N-162B	001-0027-0144	Frequency Monitoring Antenna Tower	1963	Not Eligible
N-163	001-0027-0145	Antenna Calibration Measurement Facility	1963	Not Eligible
N-164	001-0027-0146	High Frequency Receiver Antenna No. 2- Rotating	1965	Not Eligible
N-166	001-0027-0147	Explosives Handling Equipment Storage Building	1957	Not Eligible
N-167	001-0027-0148	X-Band Antenna Central Control Building	1965	Not Eligible
N-174	001-0027-0149	Boresight & Calibration Tower	1962	Not Eligible
N-218	001-0027-0150	Chemical Storage Building	1957	Not Eligible
N-222	001-0027-0151	Surplus Utilization and Disposal Building	1957	Not Eligible
U-005	001-0027-0153	Mainland Terminal Building	1961	Not Eligible
U-20A	001-0027-0154	Radar Antenna Pedestal Tower "B"	1959	Not Eligible
U-20B	001-0027-0155	Electric Power Control Building	1959	Not Eligible
U-25	001-0027-0156	Radar Operations Building	1959	Not Eligible
U-25A	001-0027-0157	Radar Antenna Pedestal Tower "A"	1959	Not Eligible
U-26	001-0027-0158	Projects Maintenance Shop	1960	Not Eligible
U-27	001-0027-0159	Spare Parts Storage Building	1961	Not Eligible
U-30	001-0027-0160	Spandar Radar Operations Building	1960	Not Eligible
U-30A	001-0027-0161	Spandar Radar Pedestal Tower	1960	Not Eligible
U-40	001-0027-0162	Mobile Radar Laboratory	1961	Not Eligible
U-55	001-0027-0163	Transmitter Building	1964	Not Eligible
U-55A	001-0027-0164	High Frequency Antenna Tower	1965	Not Eligible

Historic Resources Eligibility Survey, Wallops Flight Facility

<i>Property ID Number</i>	<i>VDHR Property Number</i>	<i>Property Name</i>	<i>Date of Construction</i>	<i>NRHP-Eligibility</i>
U-60	001-0027-0165	AN/FPQ-6 Collimations Beacon & Tower	1964	Not Eligible
U-64	001-0027-0166	Communications Antennas Support Tower	1965	Not Eligible
U-70	001-0027-0167	AN/FPQ-6 Radar Building	1964	Not Eligible
U-70A	001-0027-0168	AN/FPQ-6 Radar Antenna Pedestal Tower	1964	Not Eligible
U-80	001-0027-0169	Atmospheric Physics Measurement Laboratory	1965	Not Eligible
V-25	001-0027-0170	Inert Payload Assembly & Checkout Building	1957	Not Eligible
V-30	001-0027-0171	Ammunition Magazine	1958	Not Eligible
V-42	001-0027-0172	Ready Service Chemical Storage Magazine	1956	Not Eligible
V-45	001-0027-0173	Horizontal Dynamic Balance Test Building	1963	Not Eligible
V-50	001-0027-0174	Dynamic Balance Control Center	1963	Not Eligible
V-50A	001-0027-0175	Utility Canopy	1963	Not Eligible
V-52	001-0027-0176	Ready Service Chemical Storage Magazine	1956	Not Eligible
V-55	001-0027-0177	Vertical Dynamic Balance Test Building	1963	Not Eligible
V-80	001-0027-0178	Rocket Motor Ready Storage Building	1963	Not Eligible
W-10	001-0027-0179	Launch Area Terminal Building	1960	Not Eligible
W-15	001-0027-0180	Assembly Shop No. 4	1957	Not Eligible
W-16	001-0027-0181	Ready Storage Cubicle	1957	Not Eligible
W-20	001-0027-0182	Blockhouse No. 3	1960	Not Eligible
W-35	001-0027-0183	Terminal Building Launch Area 4	1960	Not Eligible
W-40	001-0027-0184	Assembly Shop No. 5	1960	Not Eligible
W-50	001-0027-0185	Launch Area Cable Terminal Building	1960	Not Eligible
W-51	001-0027-0186	Flammables Storehouse Ready Magazine	1956	Not Eligible
W-57	001-0027-0187	Microwave Rain Attenuation Tower	1961	Not Eligible
W-65	001-0027-0188	Checkout and Assembly Shop No. 3	1963	Not Eligible
W-67	001-0027-0189	Ready Issue Explosives Storage Cubicle	1957	Not Eligible
X-005A	001-0027-0190	Pathfinder Radar Antenna Tower	1966	Not Eligible
X-75	001-0027-0191	Island Terminal Building	1960	Not Eligible
X-85	001-0027-0192	Special Projects Building	1963	Not Eligible
Y-10	001-0027-0193	Fuel Storage Magazine	1957	Not Eligible
Y-16	001-0027-0194	Flammables Storehouse Ready Magazine	1957	Not Eligible
Y-20	001-0027-0195	Ordnance and Explosives Ready Issue Storage Magazine	1957	Not Eligible
Y-37	001-0027-0196	Firing Cubicle	1956	Not Eligible
Y-38	001-0027-0197	Launcher Equipment Shelter Hydraulic Pump House	1965	Not Eligible
Y-55	001-0027-0198	AN/FPS-16 Radar Operations Building	1958	Not Eligible
Y-95	001-0027-0199	Camera Platform	1964	Not Eligible
Y-110	001-0027-0200	Camera Platform with 10 ft Astrodome	1964	Not Eligible
Z-20*	001-0027-0126	Liquid Propellant Storage	1961	Not Eligible
Z-25*	001-0027-0127	Liquid Propellant Storage	1961	Not Eligible
Z-40	001-0027-0201	Launch Area 0 Service Building	1960	Not Eligible

* Z-20 and Z-25 were surveyed in November 2010, in advance of this larger survey effort due to proposed demolition of the two buildings.

Appendix D
VDHR Reconnaissance Survey Forms

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0128

Other DHR ID#:

Resource Information

Resource Name(s): E-144, Ionosphere Sounding and Solar Data Center
{Current}
E-144, Ionosphere Sounding Station {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Fulton Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458576	4198729

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Ionosphere Sounding and Solar Data Center is located in the center of Wallops Flight Facility's main base, west of runway 4-22. Fulton Street runs to the south of the building. The area is flat and open with a gravel road and parking lot in front of the building.

Secondary Resource Summary:

January 2011: None.

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Ionosphere Sounding and Solar Data Center is a simple one-story concrete block building with a flat roof and

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0128

Other DHR ID#:

replacement metal fascia. The building rests on a concrete slab. The main entrance is a half-glazed metal door with a metal awning hood on the west elevation. There are three awning windows, placed high in the wall, to its north. A concrete sidewalk and stoop lie in front of the main entrance. The south elevation has three windows of the same type, on its west end. The windows were installed in 1980 (WFF 2011). The south end of the east elevation has a single hollow steel door with a metal awning hood. Three heating, ventilation, and air conditioning (HVAC) units are attached to the north elevation.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Porch	Porch - Stoop	Concrete	
Windows	Windows - Awning		Windows - 1-light

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a secondary Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. The building was constructed as part of an expansion of facilities at the installation after the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The Ionosphere Sounding Station was established in 1959 to monitor the constantly changing condition of the ionosphere, an atmospheric region that begins at 43 miles above the ground and extends to indefinite height. The name of the building was changed to Ionosphere Sounding and Solar Data Center in January 1967 (WFF 2011).

E-144 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. E-144 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

E-144 retains its integrity of location. The integrity of design and workmanship has been diminished by the replacement of the original doors and windows and the removal of three windows on the south elevation. The building is in its historical location, but the setting has changed by the addition of several post-1965 buildings nearby. The feeling and association of the building have been negatively affected by the changes made to the building itself and to its setting.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0128

Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Image		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1
Bibliographic RecordType: Local Records
Author:
DHR CRM Report Number:
Notes:
 Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

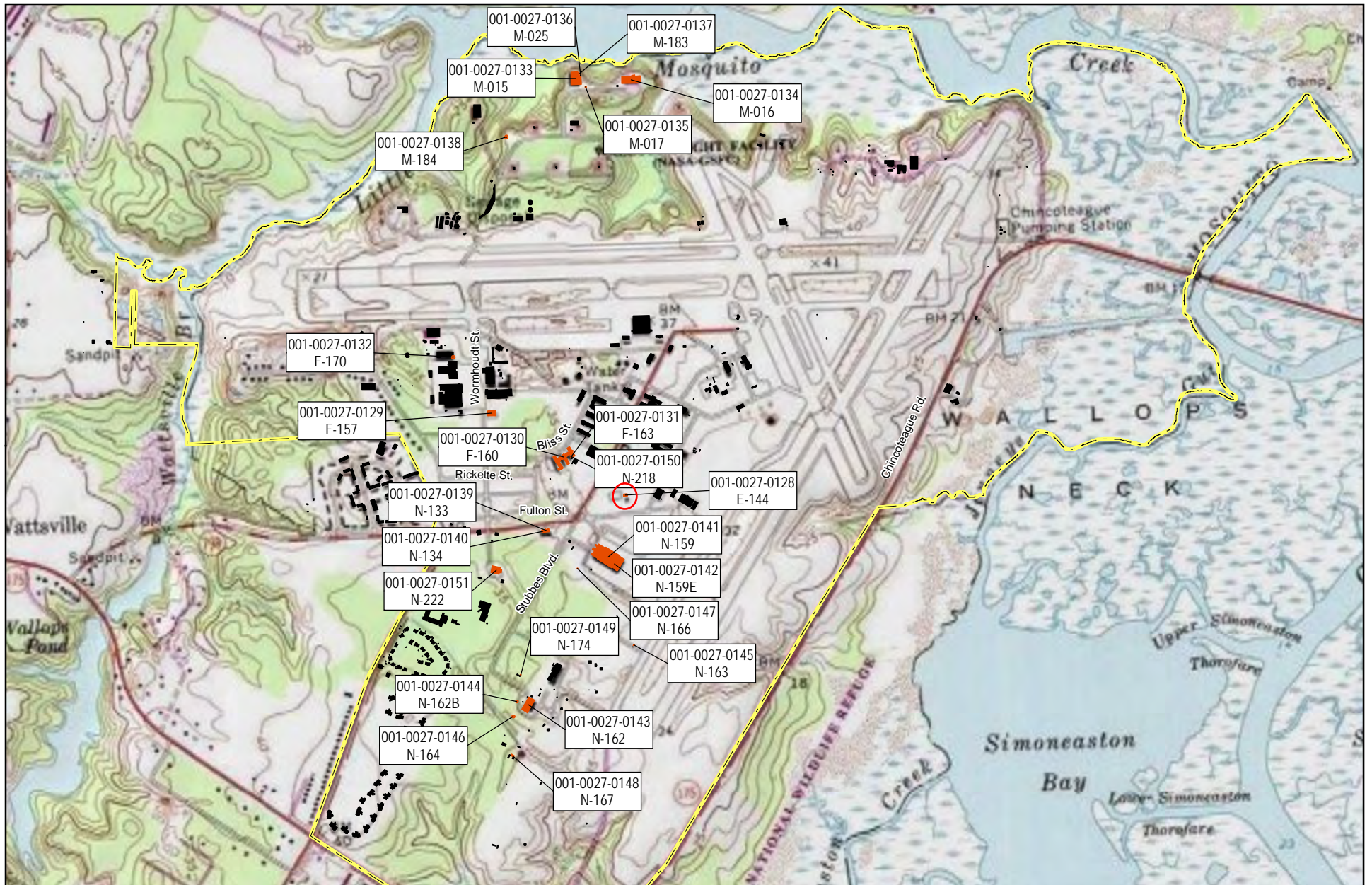
CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: January 2011
CRM Person: TEC Inc
VDHR Project ID # Associated with Event: 2010-2274
CRM Event Notes or Comments:
 Lori Thursby and Kimberly Martin

Bridge Information

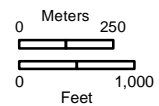
Cemetery Information

Ownership Information

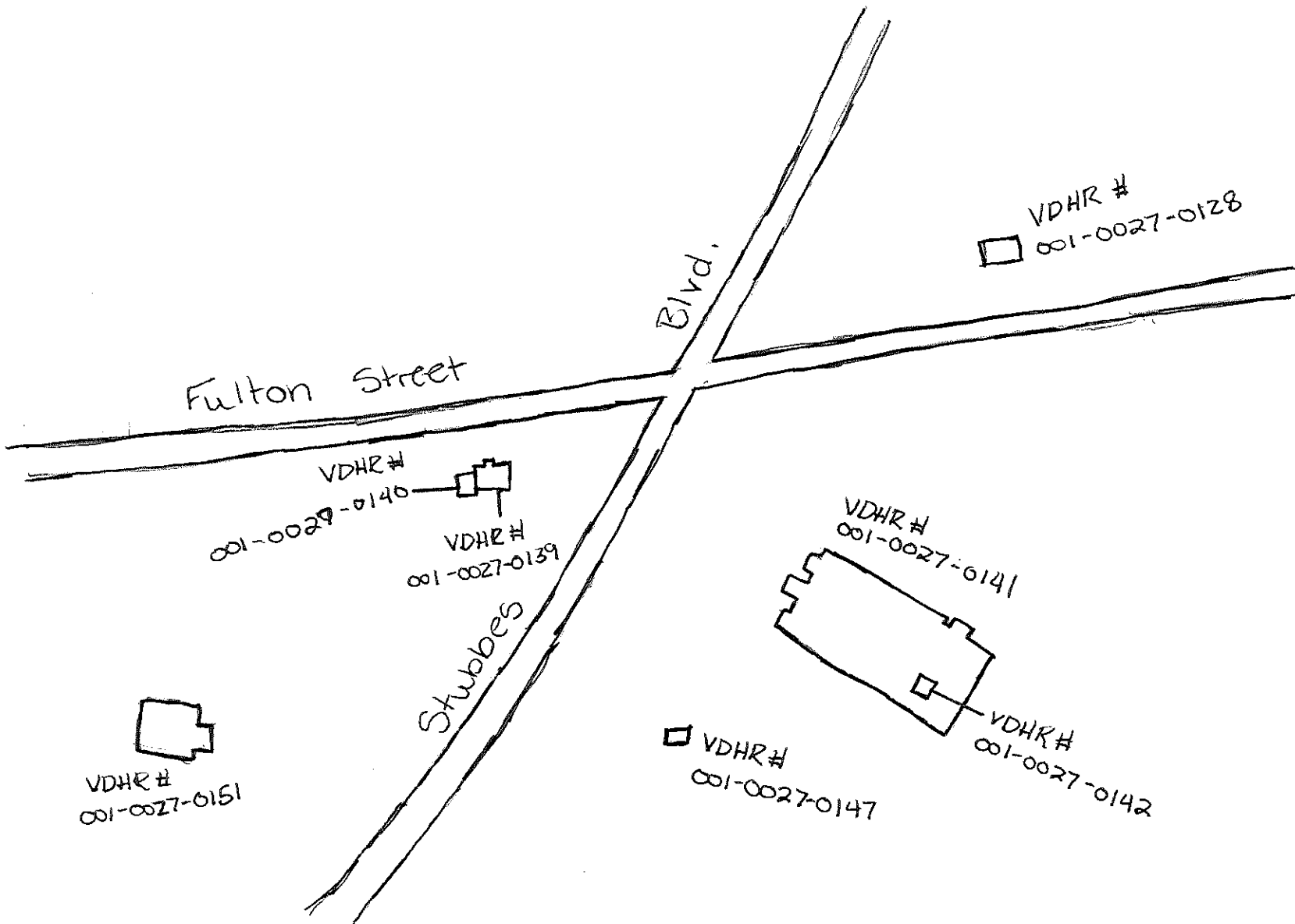
Name: Unknown Unknown
Company: NASA Wallops Flight Faciltiy
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0129

Other DHR ID#:

Resource Information

Resource Name(s): F-157, Office Furniture Supply {Current}

Date of Construction: 1957

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Wormhoudt Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

	<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
<i>UTM Center coordinates :</i>	1983	18	458088	4199052
<i>UTM Data Restricted?.</i>	No			

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Office Furniture Supply Warehouse is located on Wormhoudt Street north of Rickette Street on the northern half of Wallops Flight Facility's main base. The area around the building is flat and open. There is a concrete paved loading area in front of the building and a gravel driveway north of the building, which leads east to another building (F-007).

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Storage</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>	Prefab	<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Office Furniture Supply Warehouse is a pre-fabricated metal building with a shallow pitched, front gab roof covered in corrugated metal. The original siding, as well as the doors and windows, was removed and replaced in 1986 (WFF 2011). The building rests on a concrete slab and is sheathed in corrugated steel siding. The main entrance is located on the west elevation and consists of an overhead steel door and a single half-glazed metal door. A louvered window with a screen surmounts the

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0129

Other DHR ID#:

half-glazed door. The east elevation has a single half-glazed door, surmounted by a louvered window with a screen. There are no openings on the north or south elevations.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Windows	Windows - Louvered/Jalousied	Metal	Windows - Louvered
Structural System	Structural System - Frame	Metal	Structural System - Corrugated
Roof	Roof - Gable, Front	Metal	Roof - V-Crimp
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The Office Furniture Supply Warehouse represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

F-157 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. F-157 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

This building retains integrity of location, but its setting has substantially changed by the demolition of many buildings to the south and the construction of several post-165 buildings to the north. The building has no integrity of design, materials, or workmanship as a result of the removal and replacement of the exterior siding, doors, and windows within the past 25 years. As a result of the loss of setting, design, materials, and workmanship, F-157 no longer retains integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0129

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

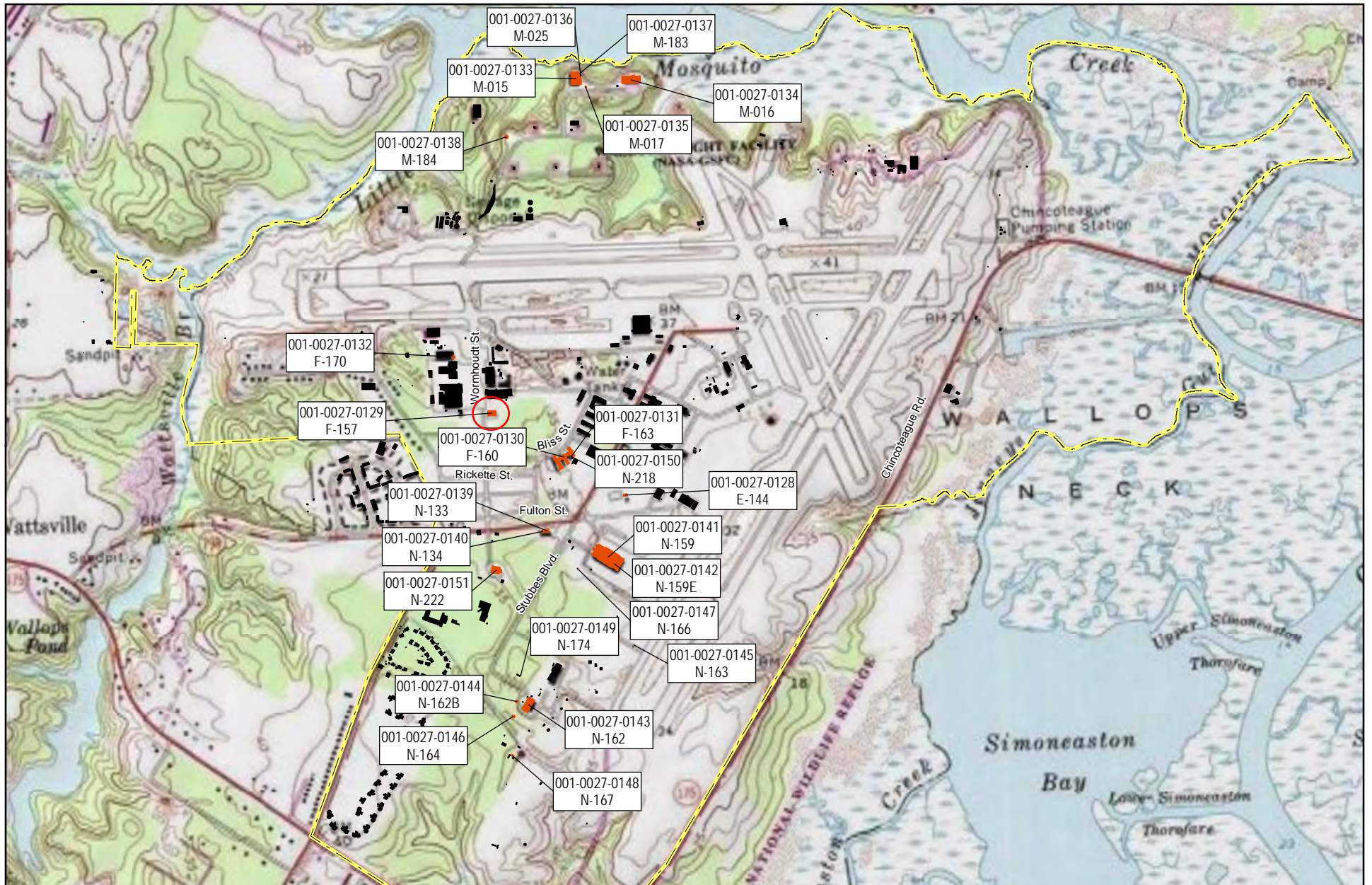
Lori Thursby and Kimberly Martin

Bridge Information

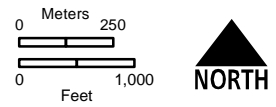
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 2333 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO SCALE

↑
North

VDHR # 001-0027-0132



Wormhoudt Street

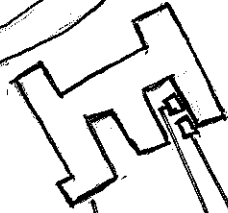
VDHR # 001-0027-0129



Bliss Street

Rickette

Street



VDHR # 001-0027-0150

VDHR # 001-0027-0131

VDHR # 001-0027-0130

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0130

Other DHR ID#:

Resource Information

Resource Name(s): F-160, Quality Verification Laboratories Building {Historic}
 F-160, Health/Quality Verification Lab/Environmental Building {Current}
 F-160, Personnel/Environmental /Health & Safety/Quality Verification Lab Building {Historic}
 F-160, Calibration Lab, EICS {Historic}
 F-160, Instrument Service, Calibration & Chemistry Labs {Historic}
 Base Hospital {Historic}

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

Resource has not been evaluated.*

This Resource is associated with the Wallops Flight Facility

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Bliss Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

	<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
	1983	18	458353	4198882
<i>UTM Center coordinates :</i>	1983	18	458353	4198882
<i>UTM Data Restricted?.</i>	No			

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Health/Quality Verification Lab;Environmental Building is located on the north half of Wallops Flight Facility's main base, west of runway 4-28. Bliss Street bounds the building on the west and Avery Street bounds it on the north. The area is flat and sidewalks and parking lots are on each side of the building. F-165, a tower with the NASA logo, is across the street. Another building (F-162) is to the southeast

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0130

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None

January 2011: The Health/Quality Verification Lab/Environmental Building is composed of three parts, the central building, a north wing, and a south wing. It is a one-story building with a flat built-up roof and metal fascia, gutters, and down spouts. It rests on a reinforced concrete slab. The exterior is finished with an exterior insulation finishing system (EIFS) on the bottom half of the walls and metal panels on the top half; it was originally finished in brick (WFF 2011). All entrances are elevated, with access from concrete stairs with metal tube railings. All windows are replacement one-over-one aluminum-sash windows. All doors are glazed aluminum with sidelights and transoms.

The west elevation consists of a central entrance with a flat roofed canopy supported by corner posts. The canopy provides cover to two separate single glazed aluminum doors, each one with sidelights and a transom. Windows are regularly spaced sets of double and triple pairings. The north and south wings project beyond the central wing and have single glazed doors with three sidelights and a transom, protected by cantilevered flat hoods. The windows on these wings are either single, paired, or in groups of three.

The south elevation consists of a row of single windows and a central entrance. This entrance features a flat roofed canopy supported by two posts; the canopy protects a set of double glazed metal doors. To the east, a concrete ramp with metal tube handrails leads to a set of double glazed metal doors. These doors lead to the health unit.

Two sets of half-glazed double doors on the east elevation provide rear entry to the north and south wings. Concrete stairs with metal tube railings lead to each doorway. The south wing has one single and one set of double windows south of the door. Single or paired windows run along the east elevation of the central wing and side elevations of the north and south wings.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Porch	Porch - 1-story	Aluminum	Porch - Enclosed
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is an example of a Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected this building as the base hospital in 1957. After the base was transferred to NASA, F-160 housed various types of laboratories and, as of 1991, a health care unit. It received its current name of Health/Quality Verification Lab/Environmental Building in 2005 (WFF 2011).

The Health/Quality Verification Lab/Environmental Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

F-160 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0130

Other DHR ID#:

construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The setting has been compromised by the demolition of historical Navy buildings to the west and the post-1965 construction of a couple of buildings in the immediate vicinity. No additions have been made to the building; however, its integrity of design, materials, and workmanship have been negatively impacted by the installation of EIFS and metal panels over the historical brick exterior and the removal and replacement of the doors and windows. The integrity of feeling and association of F-160 is lacking due to the multiple physical changes that removed the historic character of the building.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Image		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

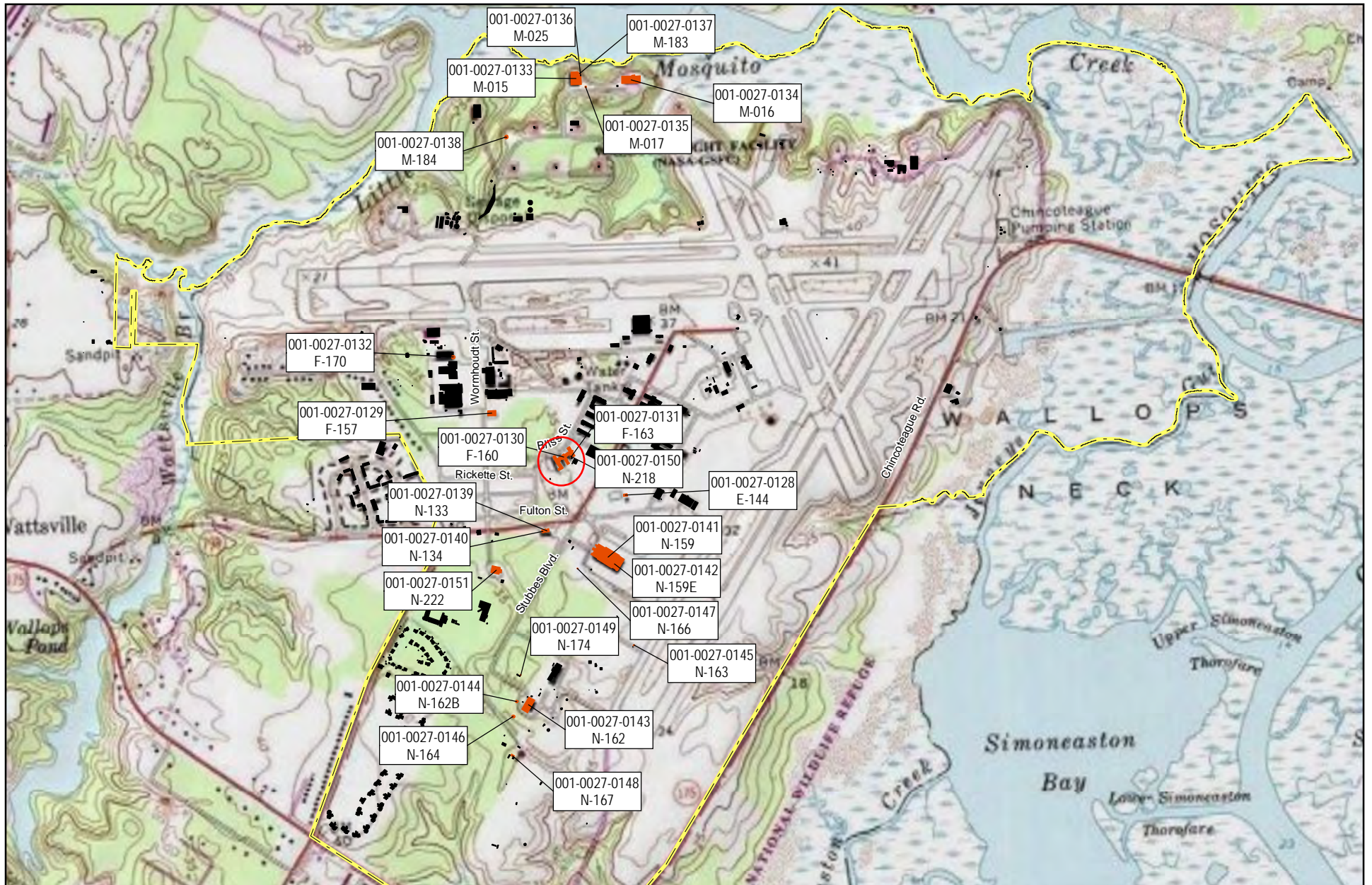
City: Wallops Island

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

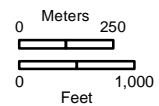
DHR ID#: 001-0027-0130

Other DHR ID#:

<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000 0000
<i>Relation to the Property:</i>	Owner of property		



- NASA Property
- Surveyed Structures
- Buildings



NOT TO SCALE

↑
North

VDHR # 001-0027-0132



Wormhoudt Street

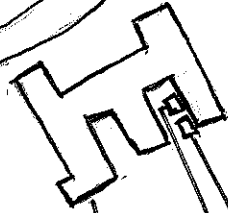
VDHR # 001-0027-0129



Bliss Street

Rickette

Street



VDHR # 001-0027-0150

VDHR # 001-0027-0131

VDHR # 001-0027-0130

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0131

Other DHR ID#:

Resource Information

Resource Name(s): F-163, Chemical Storage Building {Current}
F-163, Calibration Laboratory Bulk Storage Building {Historic}

Date of Construction: 1963

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District: Commonwealth of Virginia

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Bliss Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	461306	4198864

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Chemical Storage Building is located on the northern half of the main base west of runway 4-28. It is bordered by Fulton Street to the south and Avery Street to the north. The Health/Quality Verification Lab/Environmental Building (F-160) is to the northwest. The building is situated between a chemical storage building (N-218) and a High Frequency Antenna (F-164).

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Storage</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None

January 2011: The Chemical Storage Building is a 12 by 15-foot building clad with EIFS and terminating in a flat roof and metal fascia.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0131

Other DHR ID#:

The building originally featured a brick veneer on concrete block walls (WFF 2011). It rests on a concrete slab. Its only opening is located on the north elevation and consists of a set of double half-glazed metal doors with three lights.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a secondary resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1963. Within a year, it was renovated for office and shop space. In 1971 it was converted to a bulk storage building for the Calibration Laboratory (F-160) (WFF 2011). It currently serves as chemical storage. The Chemical Storage Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

F-163 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The chemical storage building is in its historical location. The setting has been compromised by the demolition of historical Navy buildings to the west and the post-1965 construction of a couple of buildings in the immediate vicinity. The integrity of design, materials, and workmanship have been negatively impacted by the installation of EIFS over the historical brick exterior. The integrity of feeling and association of F-163 have been adversely affected by the changes to the setting and exterior materials of the building.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0131

Other DHR ID#:

Digital Images

January 2011

L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

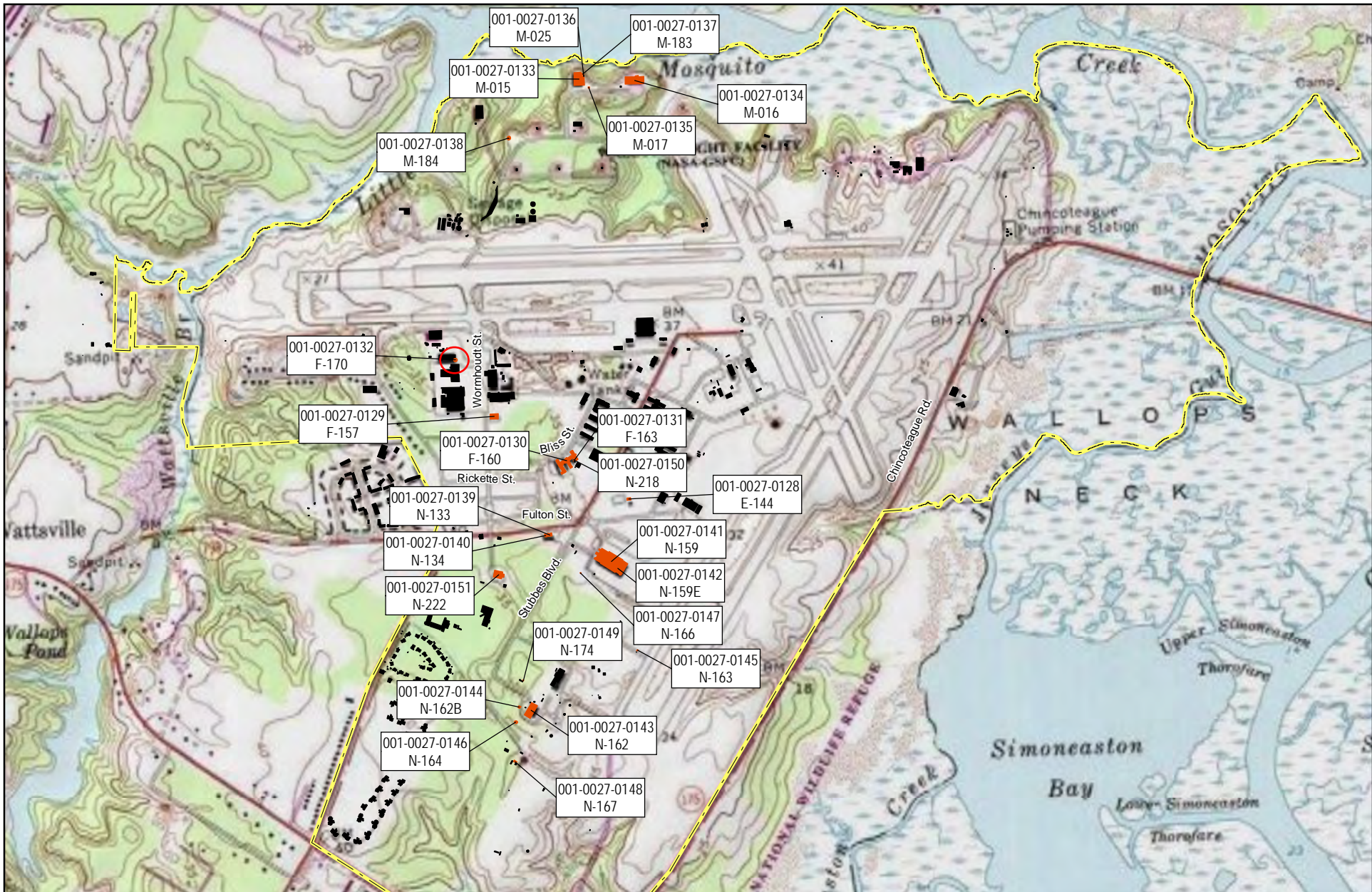
Address: Wallops Flight Facility

City: Wallops Island

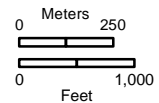
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO SCALE

↑
North

VDHR # 001-0027-0132



Normhoudt Street

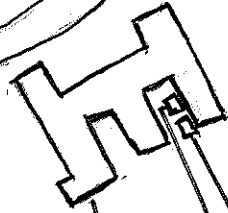
VDHR # 001-0027-0129



Rickette

Street

Bliss Street



VDHR # 001-0027-0150

VDHR # 001-0027-0131

VDHR # 001-0027-0130

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0132

Other DHR ID#:

Resource Information

Resource Name(s): F-170, Plant Operations and Maintenance Branch
(POMB) Storage Building {Current}
Date of Construction: 1957
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457942	4199302

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage: 1,800.00
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The POMB Storage Building is located on Wormhoudt Street north of Rickette Street on the northern half of Wallops Flight Facility's main base. The area is composed of many large buildings and extensive paved areas. F-170 stands next to the southeast corner of F-020.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Storage</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the south elevation. The central door is flanked by one vent with a metal cover. On the opposite elevation there are two small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0132

Other DHR ID#:

F-170 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1957 and 1958. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Porch - Flat	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: F-170 and the other four buildings (M-25, M-183, M-184, and N-218) on the main base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as F-170 in 1957 and 1958.

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Building F-170 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0132

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Drawings

Author:

DHR CRM Report Number:

Notes:

As Built Drawings

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

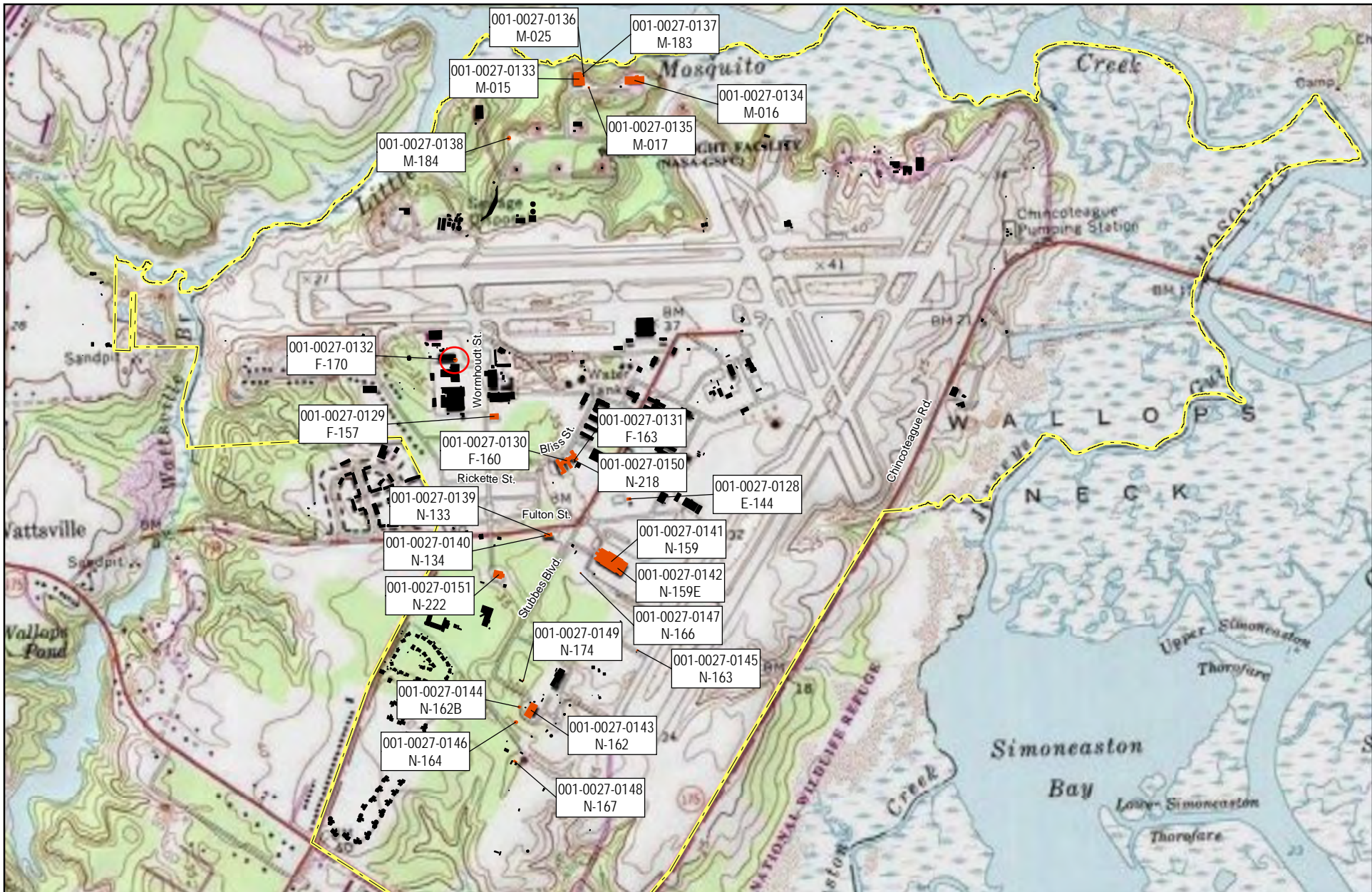
Lori Thursby and Kimberly Martin

Bridge Information

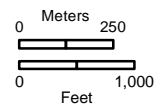
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO SCALE

↑
North

VDHR # 001-0027-0132



Wormhoudt Street

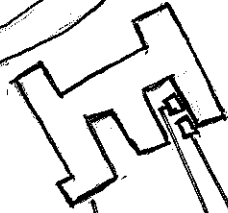
VDHR # 001-0027-0129



Bliss Street

Rickette

Street



VDHR # 001-0027-0150

VDHR # 001-0027-0131

VDHR # 001-0027-0130

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0133

Other DHR ID#:

Resource Information

Resource Name(s): M-15, Rocket Inspection and Storage Building
{ Current }
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458443	4200289

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Rocket Inspection and Storage Building is located on the north half of main base, north of runway 10-28. An asphalt paved access road runs south of the building and a security fence extends along the north property line. A wooded area and Little Mosquito Creek lie north beyond the security fence. A concrete paved parking lot is located on the south side of the building, with the Heating Plant Building (M-17) situated to the southeast and a Ready Service Magazine (M-183) to the northeast.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Workshop	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Rocket Inspection and Storage Building is composed of three main parts, all of which rest on a reinforced

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0133

Other DHR ID#:

concrete slab foundation. The original building was constructed in 1963 and consists of concrete block wings with front gabled roofs and aluminum fascia. The east wing of the building was constructed in 1995 as forklift storage space. It is a post and frame prefabricated aluminum building with a side gabled standing seam metal roof. Two overhead rolling metal doors are centered in its south elevation. The one-story west wing has a 15 ft overhead rolling aluminum door between projecting concrete block columns on the south elevation. A half-glazed metal door with three lights is located at the southwest corner. The two-story middle portion of the building features a central 15 ft overhead rolling aluminum door and a half-glazed metal door with three lights.

The west elevation is composed of six bays of aluminum-frame fixed windows, separated by projecting concrete block columns, that extend along the top of wall. Two small openings with concrete sills and lintels are located in the middle of the elevation, centered between columns. The north elevation of the west wing of the building has four projecting concrete block columns that divide the elevation into thirds. A half-glazed metal door with three lights is located on the northwest corner and two metal louvers with precast concrete sills are located on the lower half of the wall in the center of the eastern third and western third of the elevation. A concrete panel in the center was originally intended to be replaced by rolling metal doors.

The middle wing's north elevation consists of a single hollow steel door with a concrete canopy on the east side, directly beside a lean-to addition. The addition, which was built in 1984 for an office, is constructed of concrete block and has a shed roof with aluminum fascia (WFF 2010). Another concrete block lean-to was constructed in 1974 to connect the rocket storage area (west half of building) and materials inspection area (east half) (WFF 2010). This addition has a single hollow steel door with a large aluminum awning on its north elevation and a fixed aluminum frame window with three lights on the east elevation. In 1998, a third lean-to addition was appended to the east side of the middle wing (WFF 2011). Providing a rocket motor assembly area, this addition is concrete block and has a shed roof and half-glazed metal door.

The east elevation consists of one half-glazed metal door with three lights to the north of the 1984 addition, rolling overhead metal doors centered in the 1984 addition, and a single hollow steel door on the northernmost corner of the 1995 prefabricated addition.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Metal	Structural System - Siding
Windows	Windows - Fixed	Aluminum	Windows - 1-light
Roof	Roof - Gable, Side	Metal	Roof - Standing Seam
Roof	Roof - Gable, Front	Aluminum	Roof - Corrugated
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Industrial property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-15 is one of two rocket storage buildings (the other is M-16) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area. It retains its original use.

M-15 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The Rocket Inspection and Storage Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D.

The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0133

Other DHR ID#:

does not have the potential to yield information exceptionally important in history or prehistory.

This building retains its integrity of location, setting, and feeling. However, it has no integrity of design, materials, and workmanship, as the building has had multiple additions, including two major extensions on the east side that altered its historical massing and scale. end, and full-scale replacement of windows and all doors. Consequently, these alterations have compromised the integrity of association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

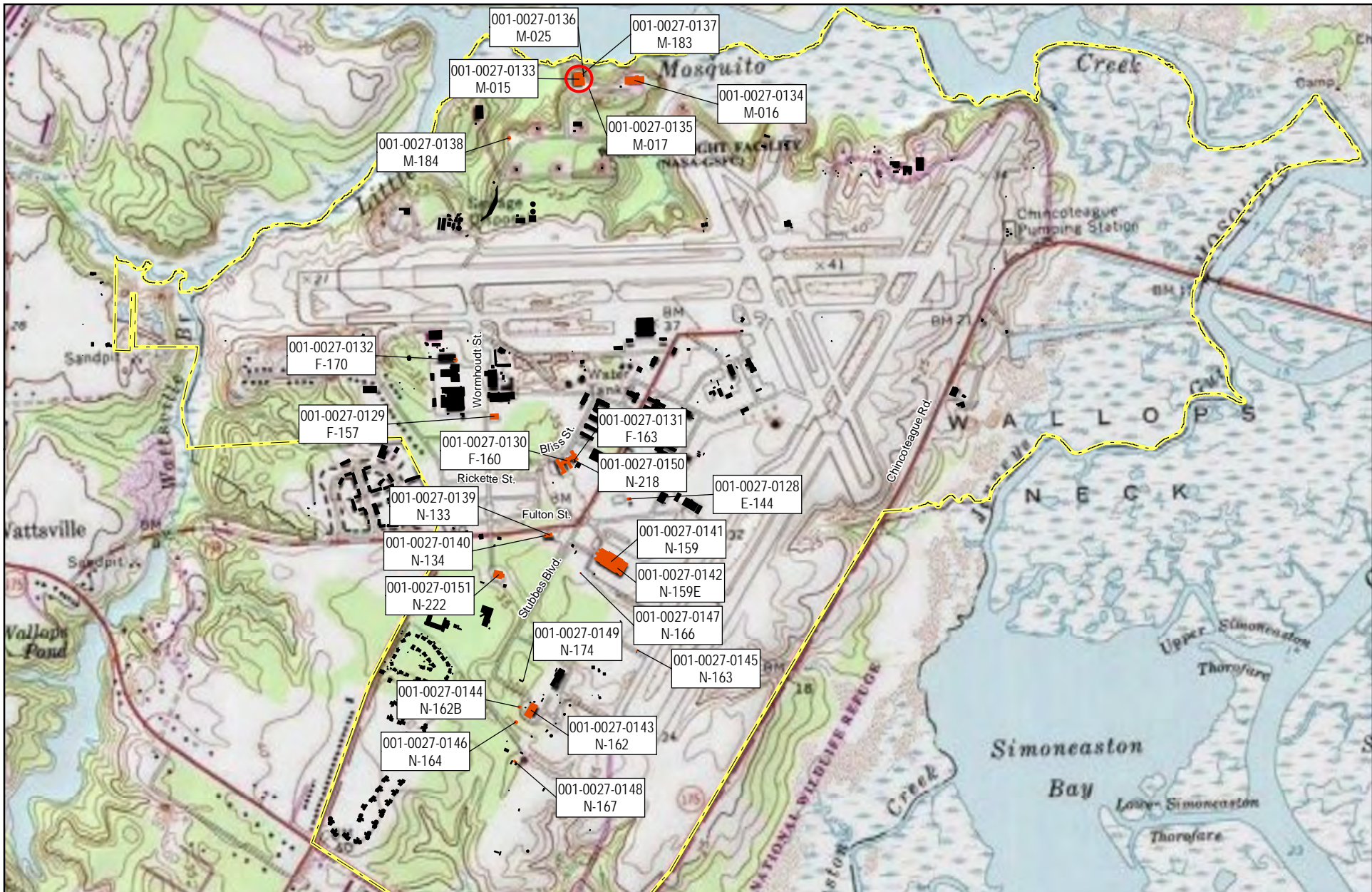
Lori Thursby and Kimberly Martin

Bridge Information

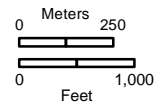
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



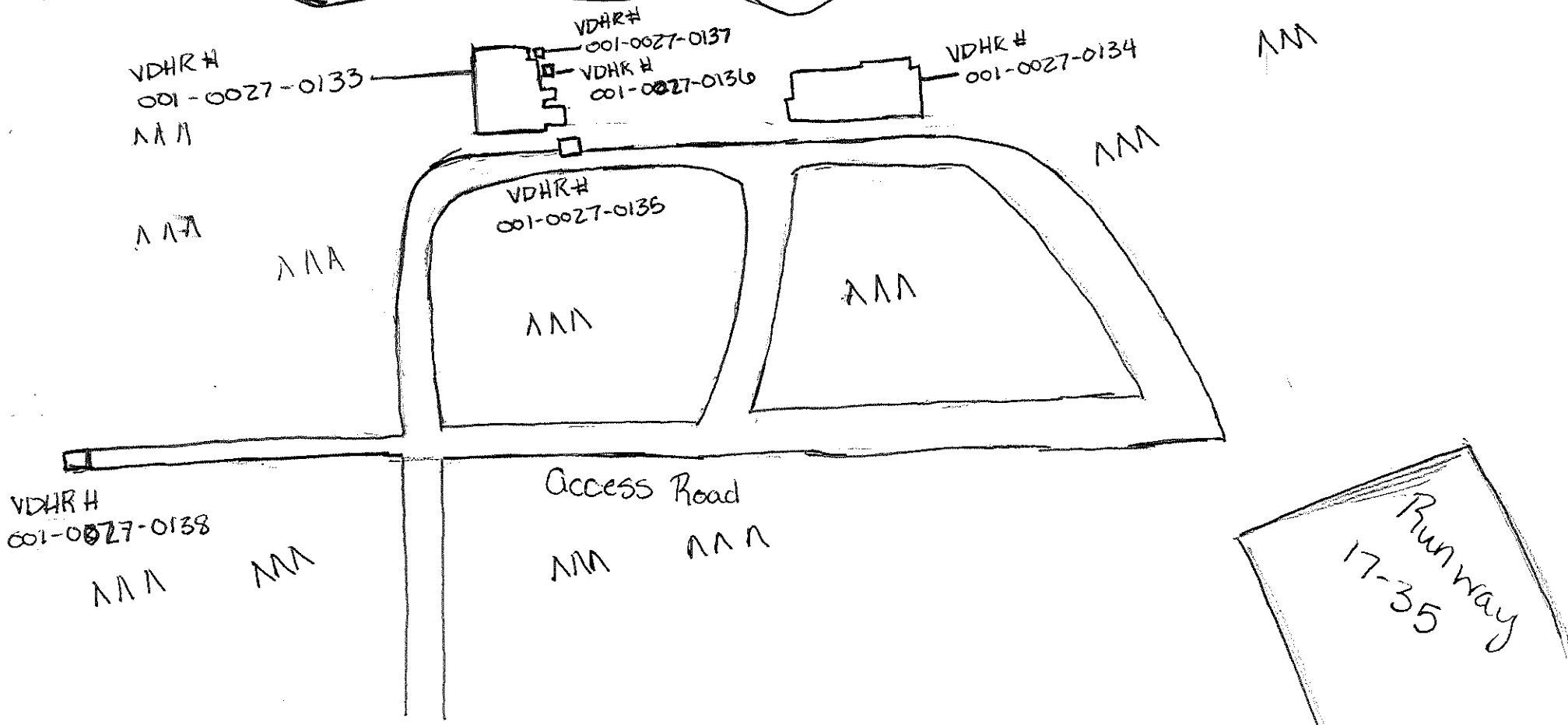
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



VDHR#
001-0027-0138

Access Road

Runway
17-35

AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0134

Other DHR ID#:

Resource Information

Resource Name(s): M-16, Inert Rocket Hardware and Hardware Inspection Shelter {Current}
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458655	4200289

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Inert Rocket Hardware and HWDE Hardware Inspection Shelter is located on the north half of the main base, north of runway 10-28. The site is wooded with Little Mosquito Creek beyond the woods to the north. Concrete pavement surrounds the building. Two asphalt paved roads provide access. A security fence runs along the north perimeter of the property

Secondary Resource Summary:
 January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Workshop	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Inert Rocket Hardware and Hardware Inspection Shelter is a one-story concrete block utilitarian style building. It rests on a reinforced concrete slab and has a corrugated metal side-gabled roof. The building originally was open-sided, as the real

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0134

Other DHR ID#:

property records indicate that the building was enclosed with concrete masonry units and interior spaces were partitioned in 1967 (WFF 2011). Two additions were constructed on the building. The first was a 74 by 80-ft addition on west end in 1986. The second was a lean-to, also on the west end, was constructed in 1999 (WFF 2011).

The south elevation consists of three half-glazed metal doors, two replacement overhead steel doors, and two sets of 4-ft-wide double doors. One half-glazed door with sidelights is located on the west end and is flanked by the 4-ft-wide double doors. The 1999 lean-to features a single half-glazed metal door with concrete steps and metal tube railing. Light fixtures are hung over every door.

The west elevation of the lean-to has three bays: a single half-glazed metal door and two fixed aluminum-frame windows. The west elevation of the main building has a single half-glazed metal door with three lights and a set of metal double doors, each with a concrete stoop. The north elevation has one single half-glazed metal door on the west end and hollow steel doors on the east end. A three-sided wood lean-to was added on the rear in 1981. The north end of the east elevation has one half-glazed metal door with three lights. All the windows and personnel doors were replaced in 1999 (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Wood	
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Gable, Side	Metal	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Industrial property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-16 is one of two rocket storage buildings (the other is M-15) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area. It retains its original use.

The Inert Rocket Hardware and Hardware Inspection Shelter has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity. M-16 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

This building retains its integrity of location, setting, and feeling. However, it has no integrity of design, materials, and workmanship, as the building has had multiple additions, including two major extensions on the west end, and full-scale replacement of windows and all doors. Consequently, these alterations have compromised the integrity of association.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0134

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

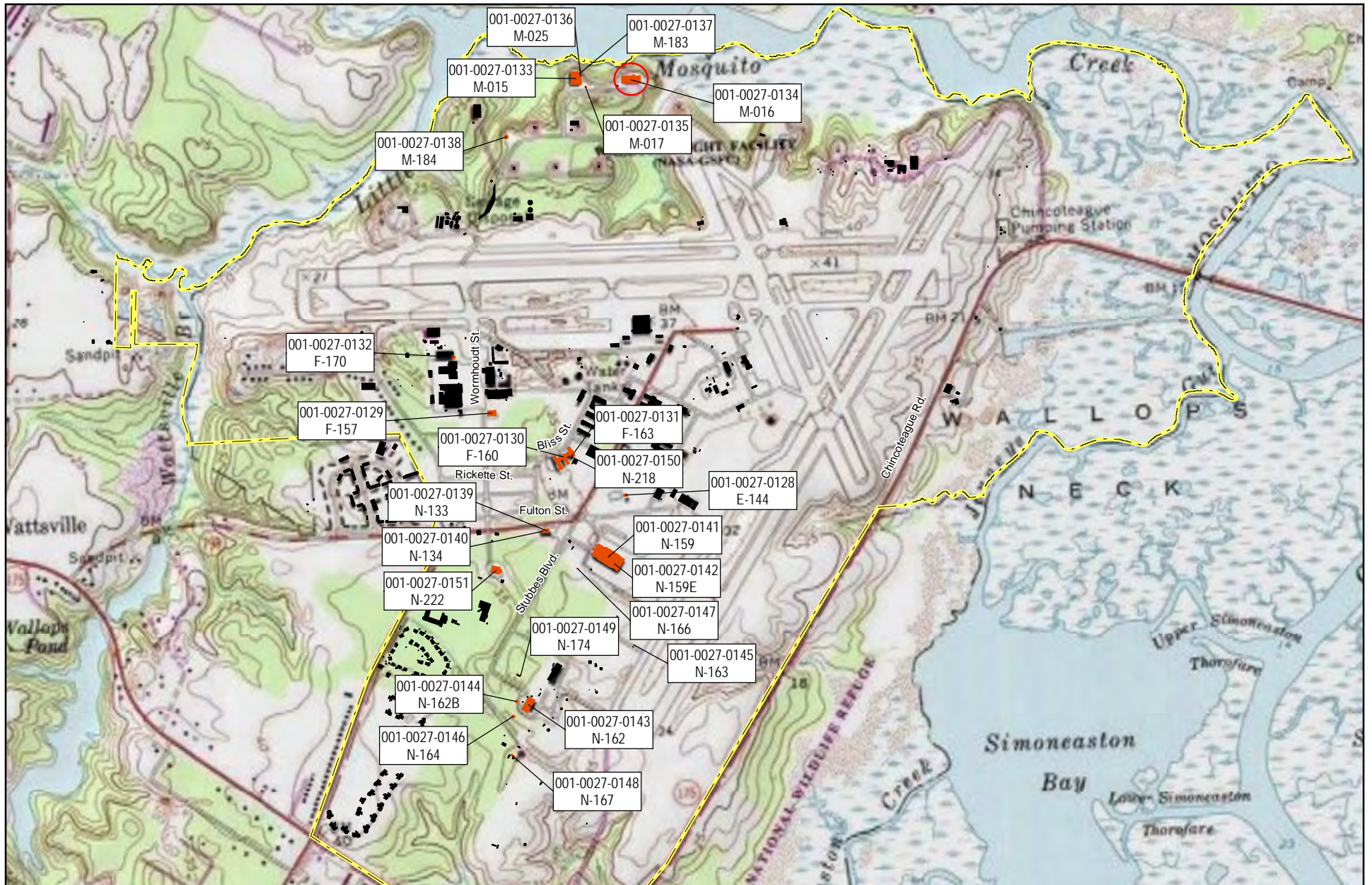
Address: Wallops Flight Facility

City: Wallops Island

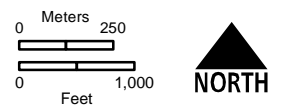
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



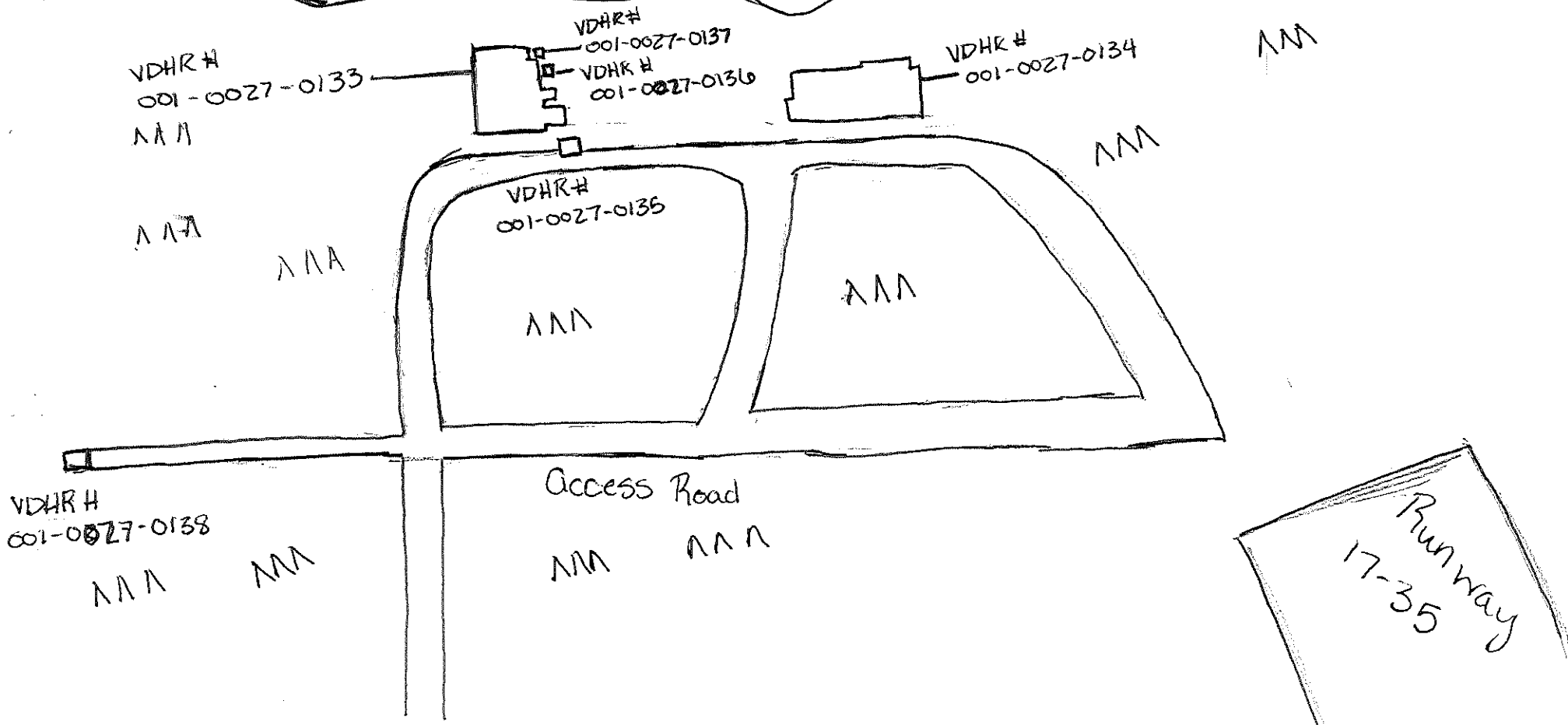
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0135

Other DHR ID#:

Resource Information

Resource Name(s): M-17, Heating Plant Building {Current}

Date of Construction: 1963

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	4200258	458484

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Heating Plant Building is located on the north half of the main base, north of runway 10-28. An asphalt paved access road runs south of the building and a security fence extends along the north boundary of the property. A wooded area and the Little Mosquito Creek lie north of the security fence. Buildings Rocket Inspection and Storage Building No. 1 (M-15) and the Ready Service Pyrotechnics Storage Magazine (M-183) are situated northwest of it.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Energy Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Energy Facility</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Heating Plant Building is a simple, one- story concrete block building, resting on a concrete slab. The flat roof, replaced in 1981 with a four-ply built up roof, has an aluminum fascia. The only entrance is on the south elevation, consisting of a set of double metal doors with three lights and louvered panels. The doors have a steel lintel and concrete threshold. The west

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0135

Other DHR ID#:

elevation has two metal vents below the fascia with metal covers. Exterior utility lines are present on the north and east elevations of the building.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is a secondary resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. M-17 was built in 1963 as a heating plant; it continues to serve this purpose. M-17 was built adjacent to M-15, one of two rocket storage buildings (the other is M-16) that NASA constructed in 1963 on the north side of the former NAOTS munitions magazine area.

M-17 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The heating plant is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The resource retains integrity, but it is a secondary resource of simple design and common construction; thus, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0135

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

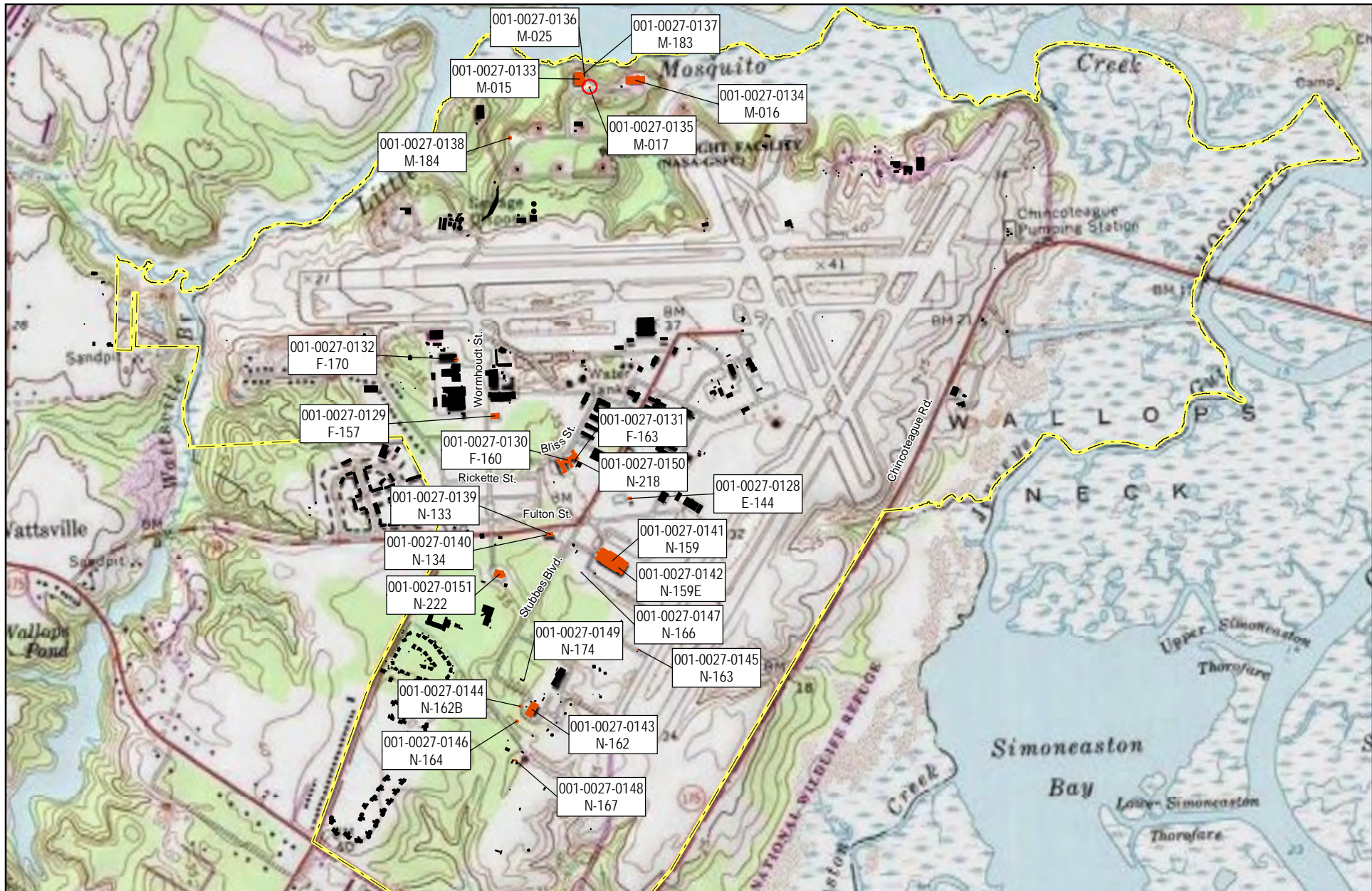
Lori Thursby and Kimberly Martin

Bridge Information

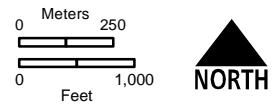
Cemetery Information

Ownership Information

<i>Name:</i>	Unknown Unknown			
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			



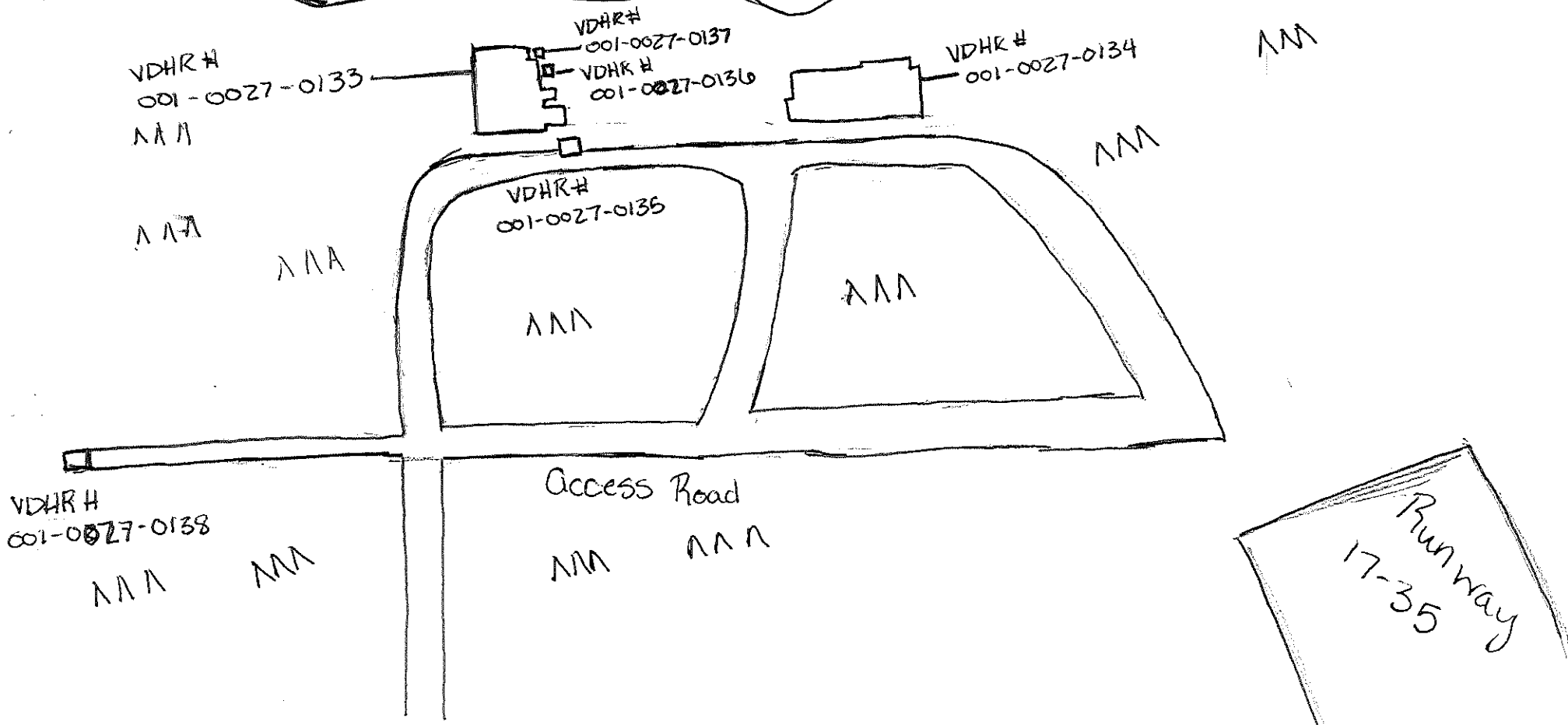
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0136

Other DHR ID#:

Resource Information

Resource Name(s): M-25, Ready Issue Minor Hazard Explosives Magazine {Current}
Date of Construction: 1957
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458462	4200310

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: Ready Issue Minor Hazard Explosives Magazine is located on the north half of the main base, north of runway 10-28. The building was moved from its location by the Ready Issue Explosive Storage Magazine (M-184). It was placed directly north of the Rocket Inspection and Storage Building No. 1 (M-15). A security fence is north of the property, beyond which are a wooded area and the Little Mosquito Creek.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Magazine	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the west elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, there are two

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0136

Other DHR ID#:

small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof. M-25 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1957 and 1958. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: M-25 and the other four buildings (F-170, M-183, M-184, and N-218) on the main base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as M-25 in 1957 and 1958.

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

M-25 retains its integrity. The building is in its historical location and its setting has not significantly changed. Demonstrating no substantial alterations, the resource retains its integrity of design, materials, and workmanship. The building possesses integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0136

Other DHR ID#:

Digital Images

January 2011

L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

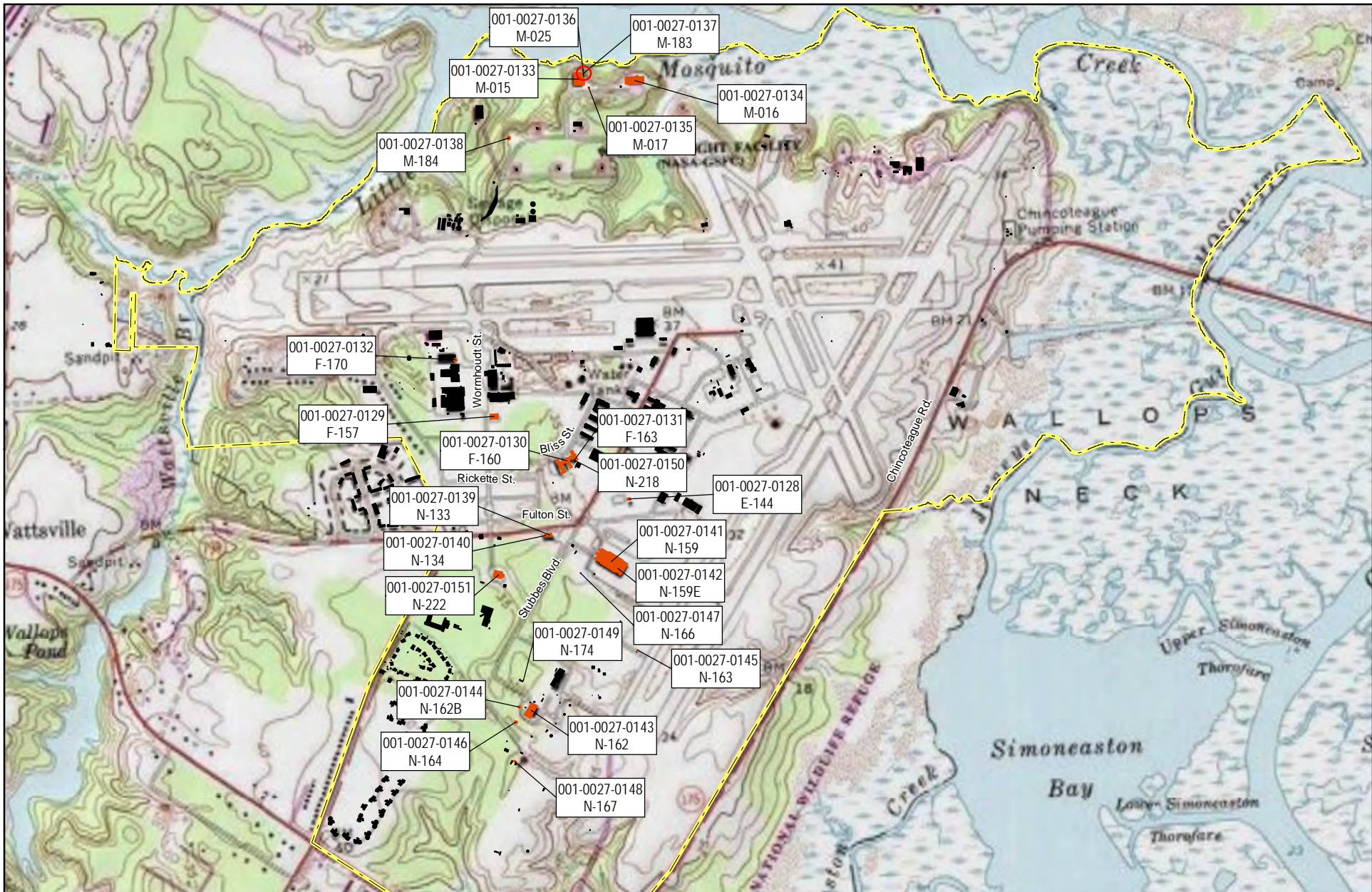
Address: Wallops Flight Facility

City: Wallops Island

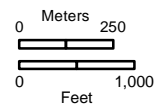
Zip: 23337 State: Virginia Country: USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



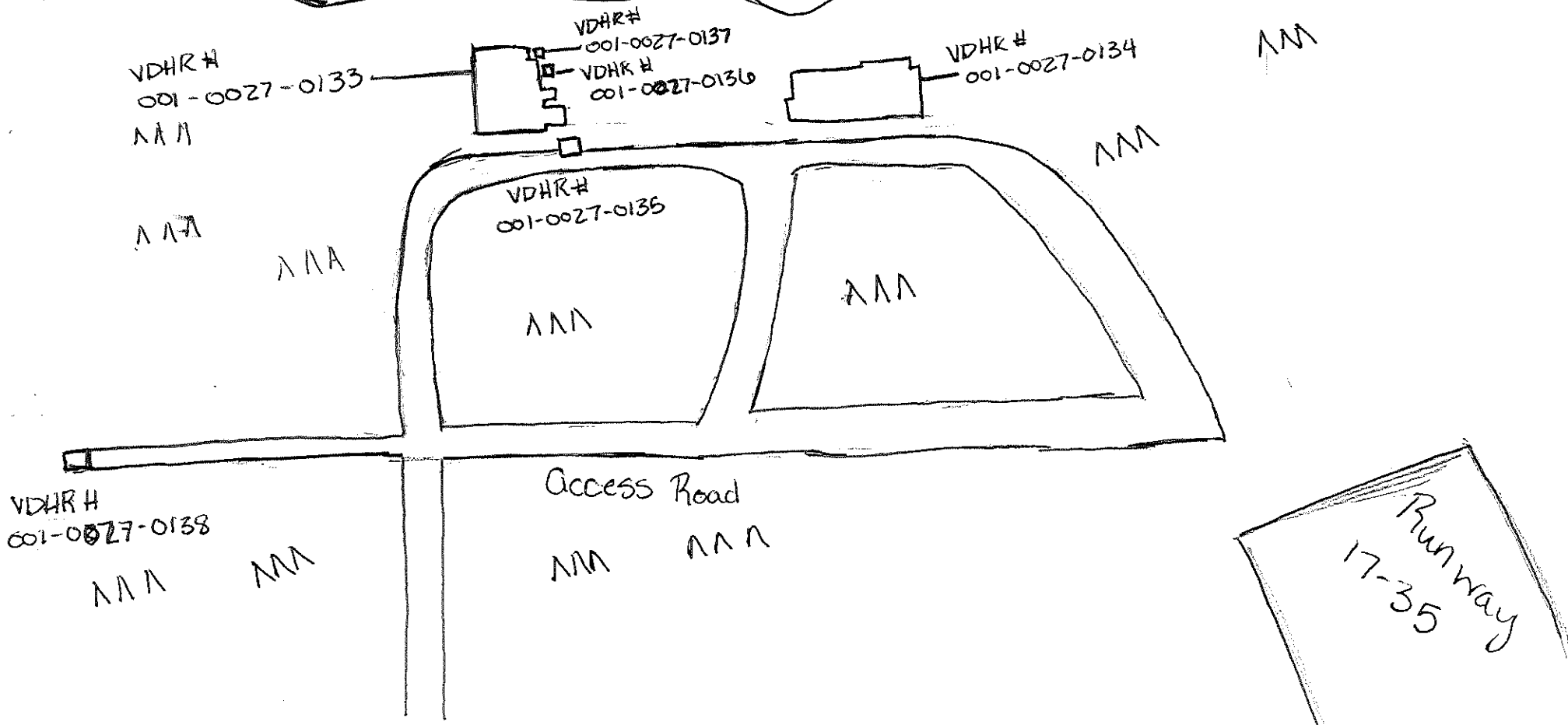
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0137

Other DHR ID#:

Resource Information

Resource Name(s): M-183, Ready Service Pyrotechnics Storage Magazine {Current}
Date of Construction: 1958
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458462	4200310

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Ready Service Pyrotechnics Storage Magazine is located on the north half of the main base, north of runway 10-28. The building was moved from its location by the Ready Issue Explosive Storage Magazine (M-184). It was placed directly north of the Rocket Inspection and Storage Building No. 1 (M-15). A security fence is north of the property, beyond which are a wooded area and the Little Mosquito Creek.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1958 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the east elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, there are two

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0137

Other DHR ID#:

small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof. M-183 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1957 and 1958. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: M-183 and the other four buildings (F-170, M-25, M-184, and N-218) on the main base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as M-183 in 1957 and 1958.

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

M-183 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of each of this building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0137

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

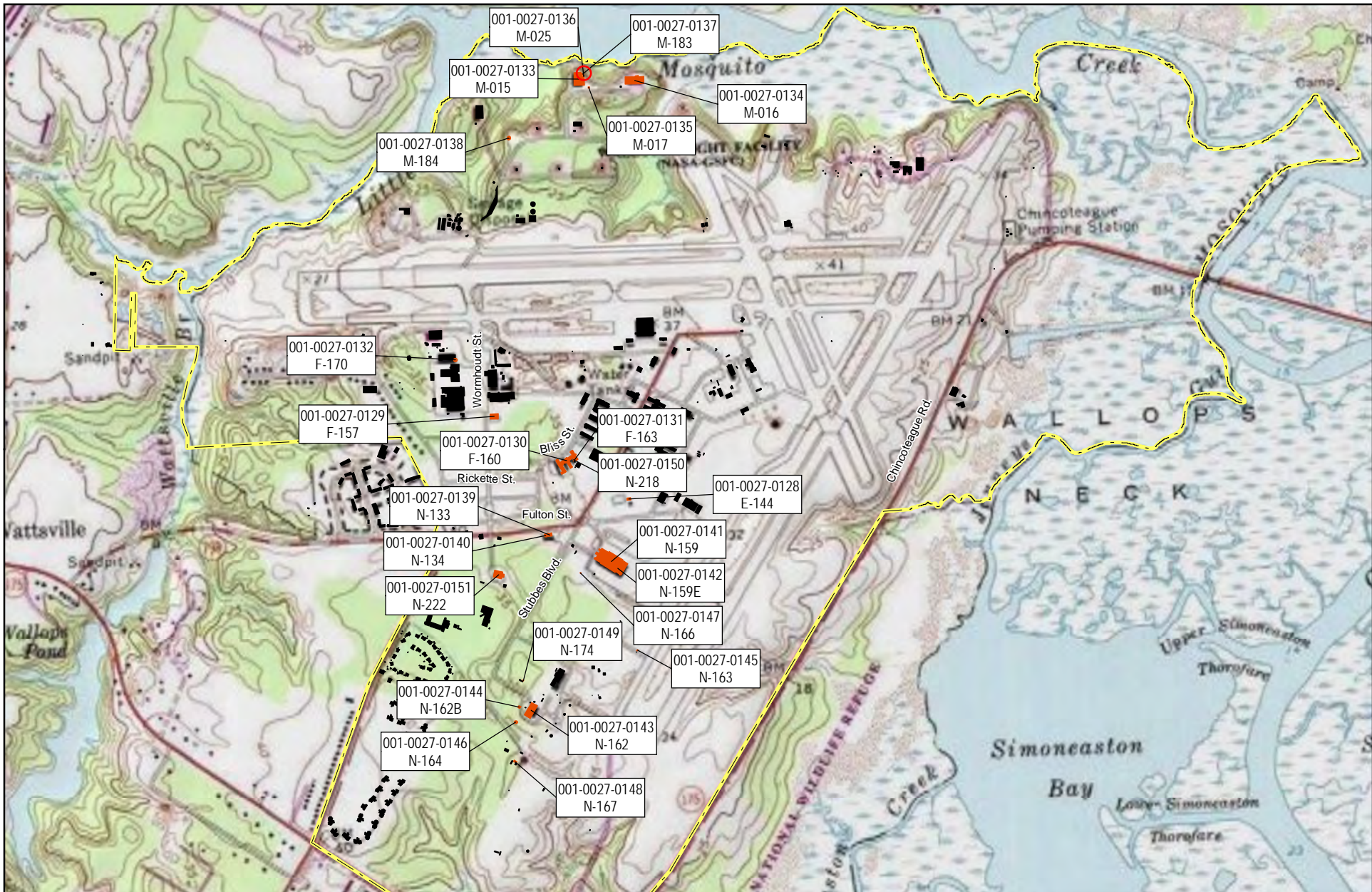
Address: Wallops Flight Facility

City: Wallops Island

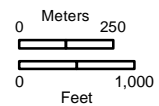
Zip: 23337 State: Virginia Country: USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



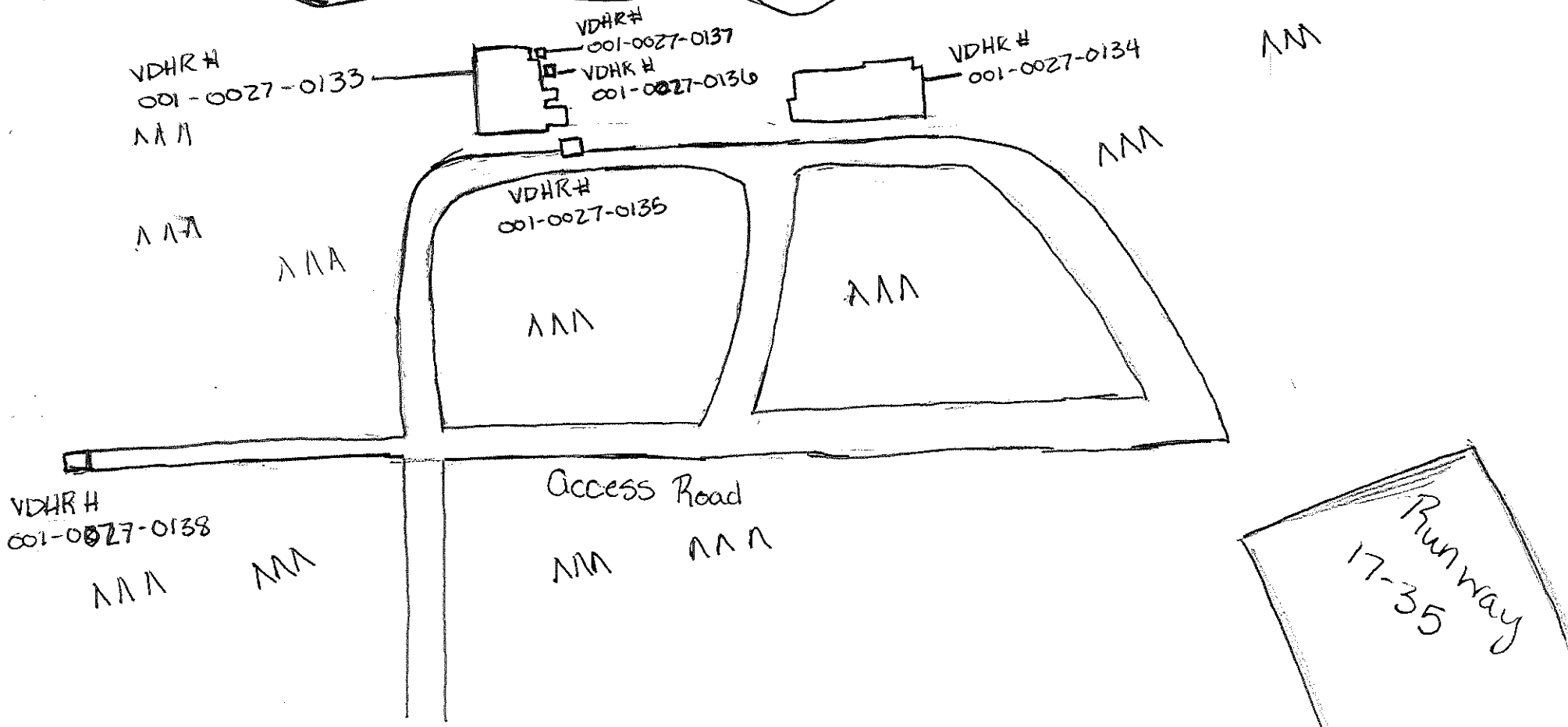
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0138

Other DHR ID#:

Resource Information

Resource Name(s): M-184, Ready Issue Explosive Storage Magazine
{Current}
Date of Construction: 1958
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458462	4200258

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Ready Issue Explosive Storage Magazine is located on the north half of the main base, north of runway 10-28. A security fence is north of the property, beyond which are a wooded area and the Little Mosquito Creek. M-184 is isolated in a wooded area near an ammunition magazine. The area immediately surrounding the building is mown grass.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Bank</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1958 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the east elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, there are two

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0138

Other DHR ID#:

small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof. M-184 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1957 and 1958. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	Concrete	
Structural System	Structural System - Masonry	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: M-184 and the other four buildings (F-170, M-25, M-183, N-218) on the main base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as M-18 in 1957 and 1958.

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

M-184 retain its integrity. The building is in its historical location and its setting has not substantially changed. Demonstrating no substantial alterations, the resource retains its integrity of design, materials, and workmanship. The building possesses integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
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**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0138

Other DHR ID#:

Digital Images

January 2011

L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

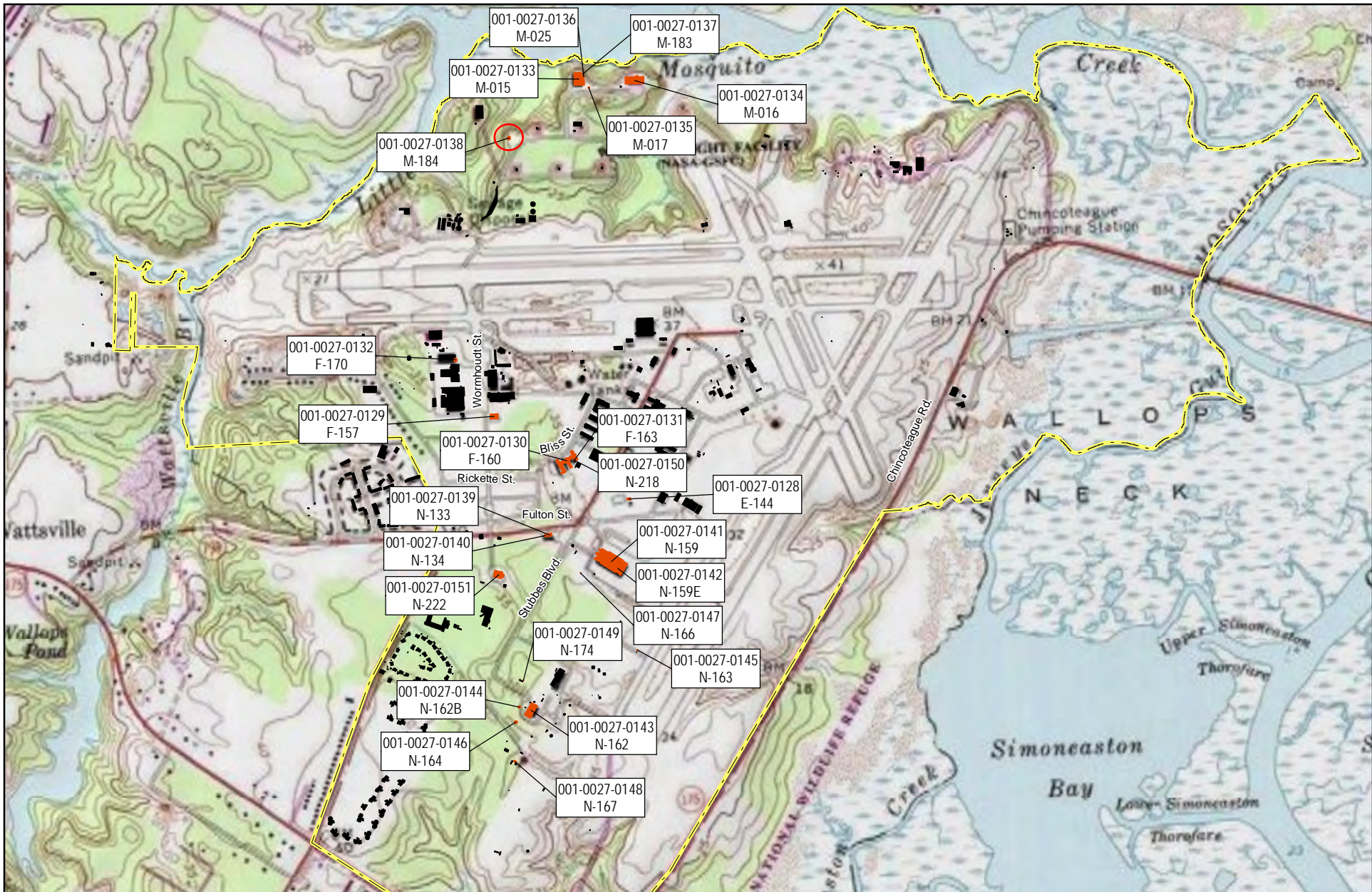
Address: Wallops Flight Facility

City: Wallops Island

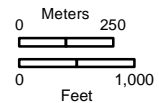
Zip: 23337 State: Virginia Country: USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



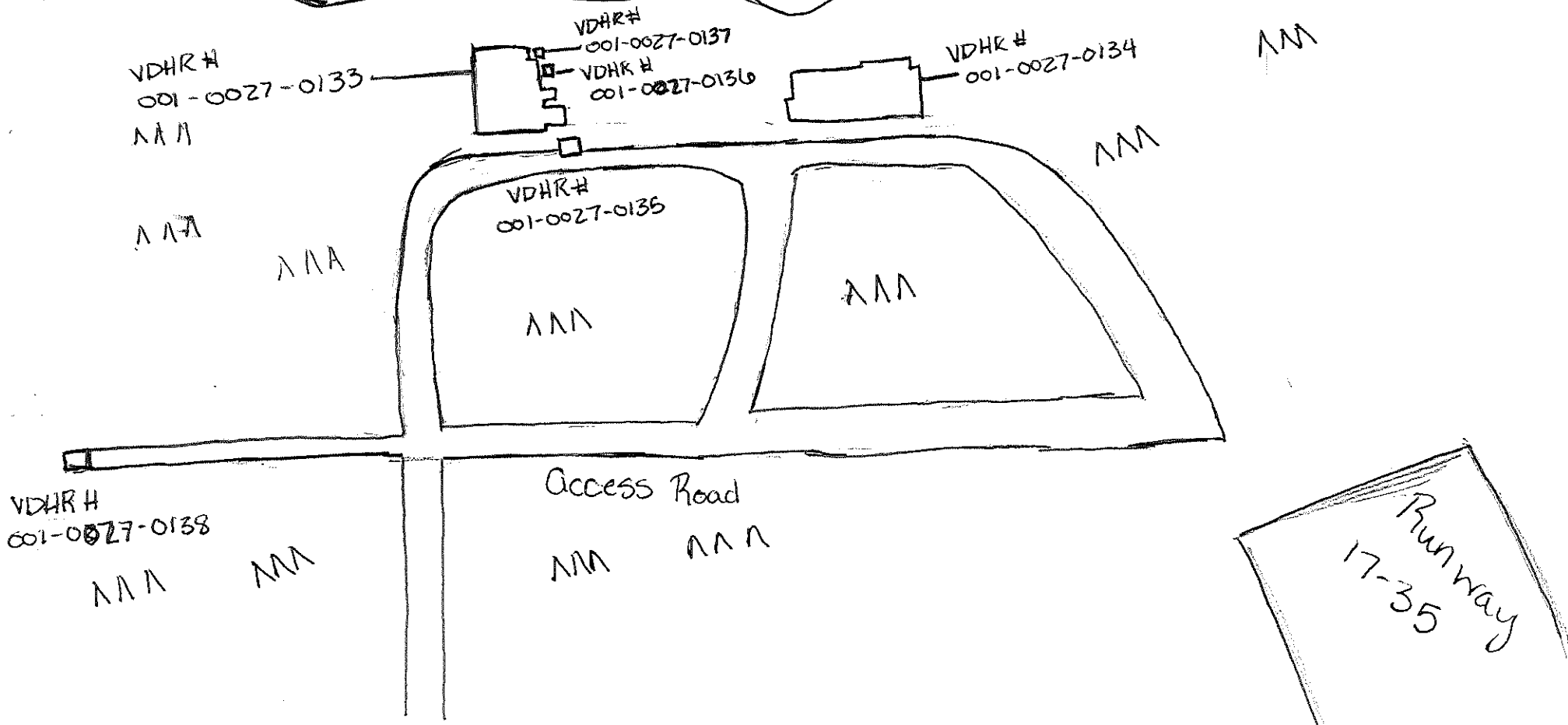
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale

↑
North

Mosquito Creek



AAA - Wooded Areas

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0139

Other DHR ID#:

Resource Information

Resource Name(s): N-133, NASA Federal Credit Union {Current}
N-133, Gov't Vehicle Filling Station {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Fulton Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458275	4198606

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The NASA Federal Credit Union is located in the center of the main base on Fulton Street, west of runway 4-22. The area is flat and open with some trees to the south. There is a parking lot in front. The Virginia Communications Space Flight Authority Office (N-134) is adjacent to the building.

Secondary Resource Summary:

January 2011: None.

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Administration Bldg.	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Administration Bldg.	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Credit Union is a simple concrete block building with a flat roof and metal fascia, resting on a concrete slab. The building was originally used as a filling station. In 1980, the building was divided in two; in 1983 the use changed to a credit union (WFF 2011). The west half of the building is slightly taller than the east half, which has wide metal eaves. The main entrance is

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0139

Other DHR ID#:

through a flat roofed, glass and aluminum vestibule on the north elevation. The vestibule contains a glazed door with sidelights and a transom. A set of three aluminum frame fixed windows with precast concrete slip sills are located east of the vestibule. A glass and aluminum framed ATM shelter is located on the east end. A single glazed door is located between the ATM shelter and three windows. The east elevation consists of a set of three metal frame fixed windows and a hollow steel door at the southeast corner. The south and west elevations have no openings.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Fixed	Metal	Windows - 1-light
Roof	Roof - Flat	Asphalt	
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Porch	Porch - 1-story	Aluminum	Porch - Enclosed

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: N-133 represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services, including the construction of N-133 in 1956 as a filling station. In 1980, a portion of N-133 was removed to divide the structure into two separate buildings, N-133 and N-134, each used for different purposes; N-133 remained a filling station. A few years later, N-133 was renovated and converted to a credit union office, which opened in May 1986 (WFF 2011).

N-133 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

N-133 lacks integrity due to extensive changes to the building itself and to its setting. The building is in its historical location, but its setting has been altered by the demolition of buildings that were to the north and northwest. The building was extensively altered to divide it into two buildings and convert N-133 from a filling station into a credit union. Consequently, the building has no integrity of design, materials, or workmanship. With the changes to its setting and the lack of its original design features and most of its historical materials, this building has no integrity of feeling or association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0139

Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1
Bibliographic RecordType: Local Records
Author:
DHR CRM Report Number:
Notes:
 Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

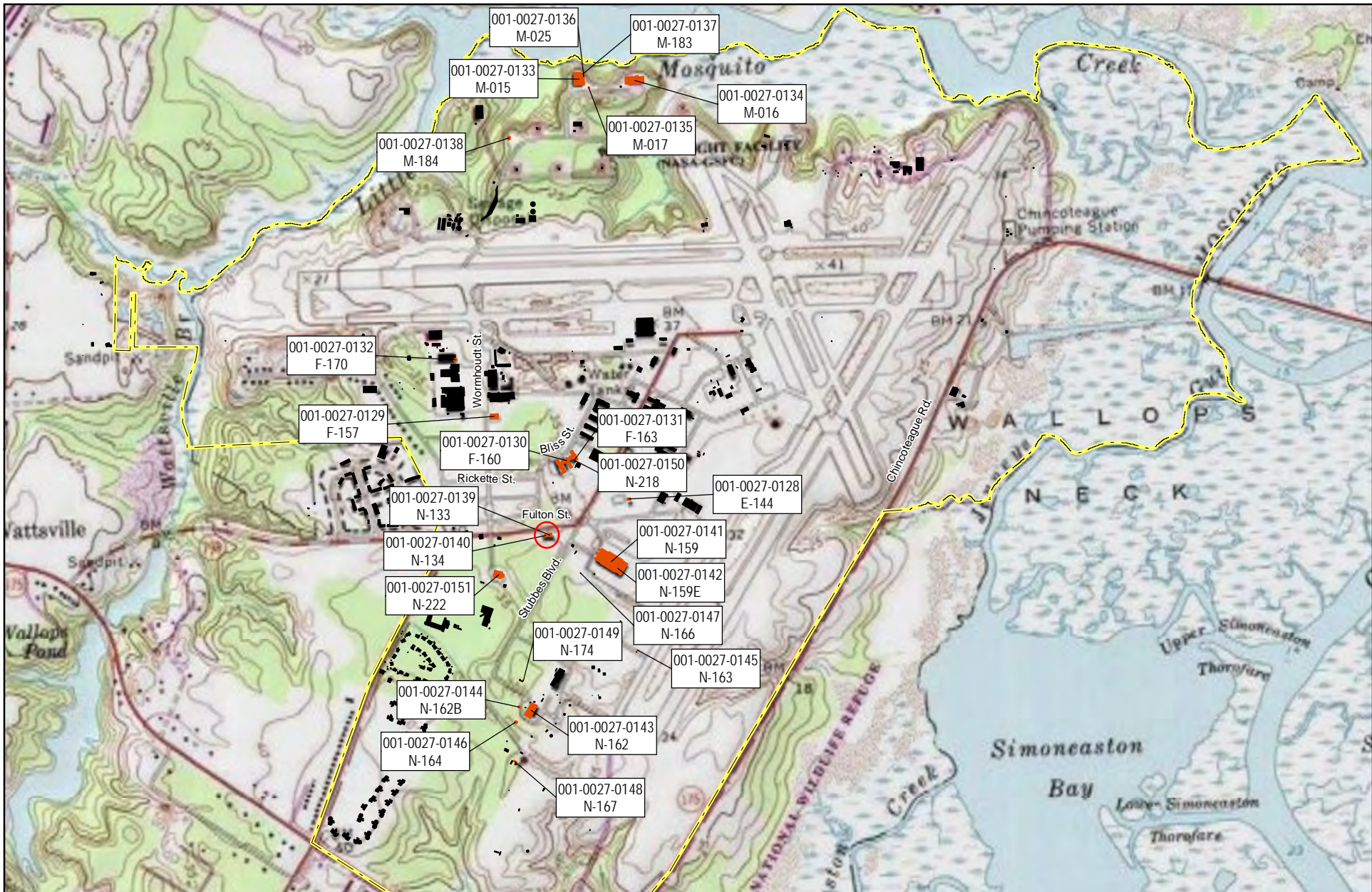
CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: January 2011
CRM Person: TEC Inc
VDHR Project ID # Associated with Event: 2010-2274
CRM Event Notes or Comments:
 Lori Thursby and Kimberly Martin

Bridge Information

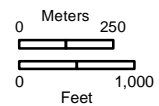
Cemetery Information

Ownership Information

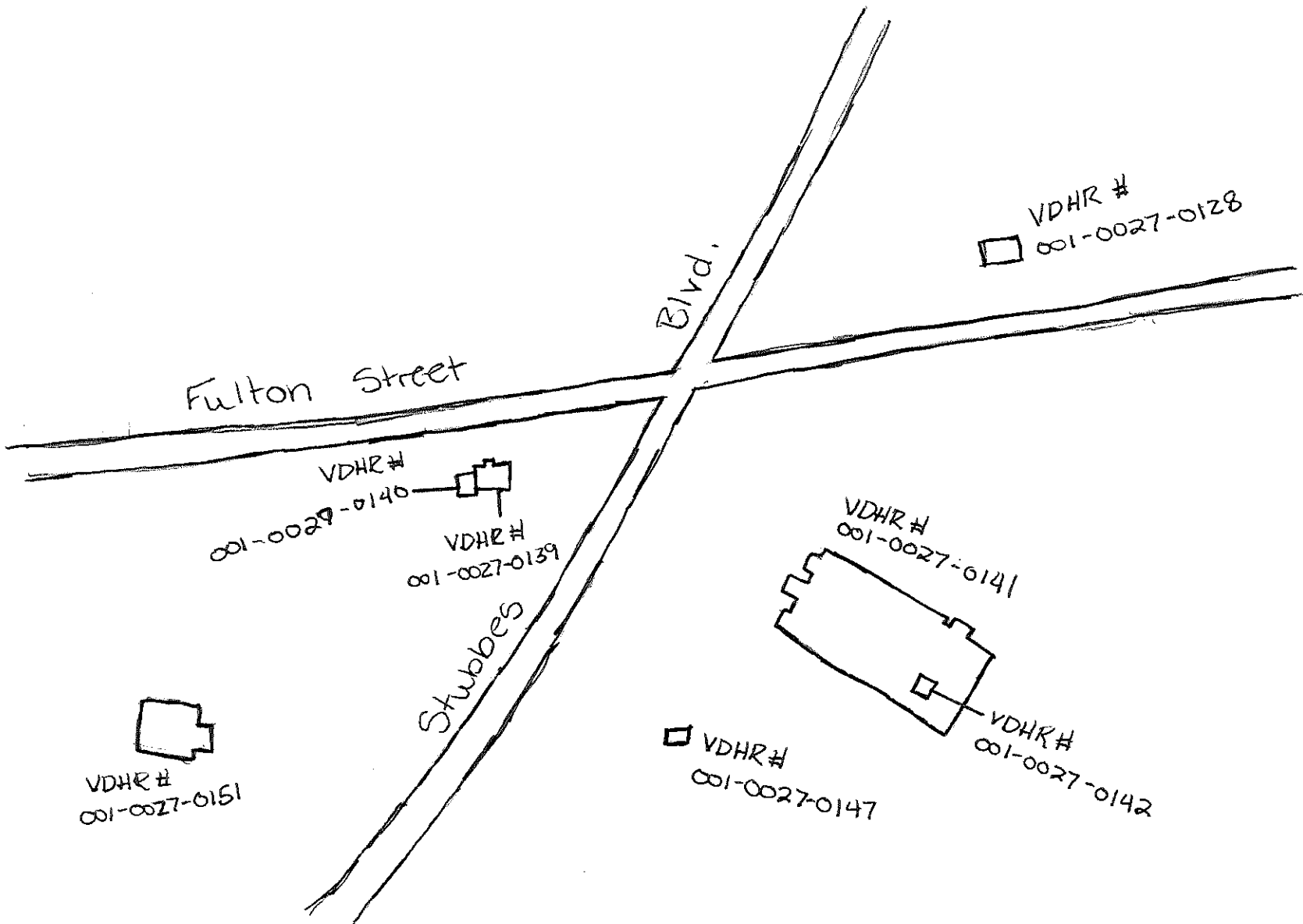
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



Fulton Street

Stubbes Blvd.

VDHR #
001-0027-0128

VDHR #
001-0027-0140

VDHR #
001-0027-0139

VDHR #
001-0027-0147

VDHR #
001-0027-0141

VDHR #
001-0027-0142

VDHR #
001-0027-0151

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0140

Other DHR ID#:

Resource Information

Resource Name(s): N-134, VA Commercial Space Flight Authority and
Mid-Atlantic Regional Spaceport Office {Current}
N-133, Gov't Vehicle Filling Station {Historic}
N-134, Wallops Federal Credit Union {Historic}
N-134, Wallops Exchange Office {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458275	4198606

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Virginia Commercial Space Flight Authority and Mid-Atlantic Regional Spaceport Office is located in the center of the main base on Fulton Street, west of runway 4-22. The area surrounding the building is flat and open with trees to the south. There is a parking lot in front of the building. The NASA Federal Credit Union building (N-133) is adjacent to it. N-134 originally comprised the west end of N-133, which was a filling station. In 1980, N-133 was divided in two, creating N-134 (WFF 2011).

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Administration Bldg.	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0140

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Administration Bldg.	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This is a simple building with a flat roof and metal fascia. The exterior consists of exposed-aggregate precast concrete curtain wall panels. Wide eave overhangs cover concrete sidewalks on the north and west sides. The main entrance is a central glazed door flanked by picture windows on the north elevation. The west elevation has a single hollow steel door at the southwest corner. There are no openings on the south or east elevations.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Fixed	Metal	
Roof	Porch - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: N-134 represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services, including the construction of N-133 in 1956 as a filling station. In 1980, a portion of N-133 was removed to divide the structure into two separate buildings, N-133 and N-134, each used for different purposes; N-133 remained a filling station and N-134 served as the Wallops Federal Credit Union. N-134 became the Wallops Exchange Office in May 1986 when the credit union moved to N-133. The building became the Virginia Commercial Space Flight Authority Office in 1998 (WFF 2011).

N-134 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

N-134 lacks integrity due to extensive changes to the building itself and to its setting. The building is in its historical location, but its setting has been altered by the demolition of buildings that were to the north and northwest. N-134, originally part of N-133, was created in 1980 when N-133 was altered and divided into two buildings. Consequently, the building was extensively altered and has no integrity of design, materials, or workmanship. With the changes to its setting and the lack of its original design features and most of its historical materials, this building has no integrity of feeling or association.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0140

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

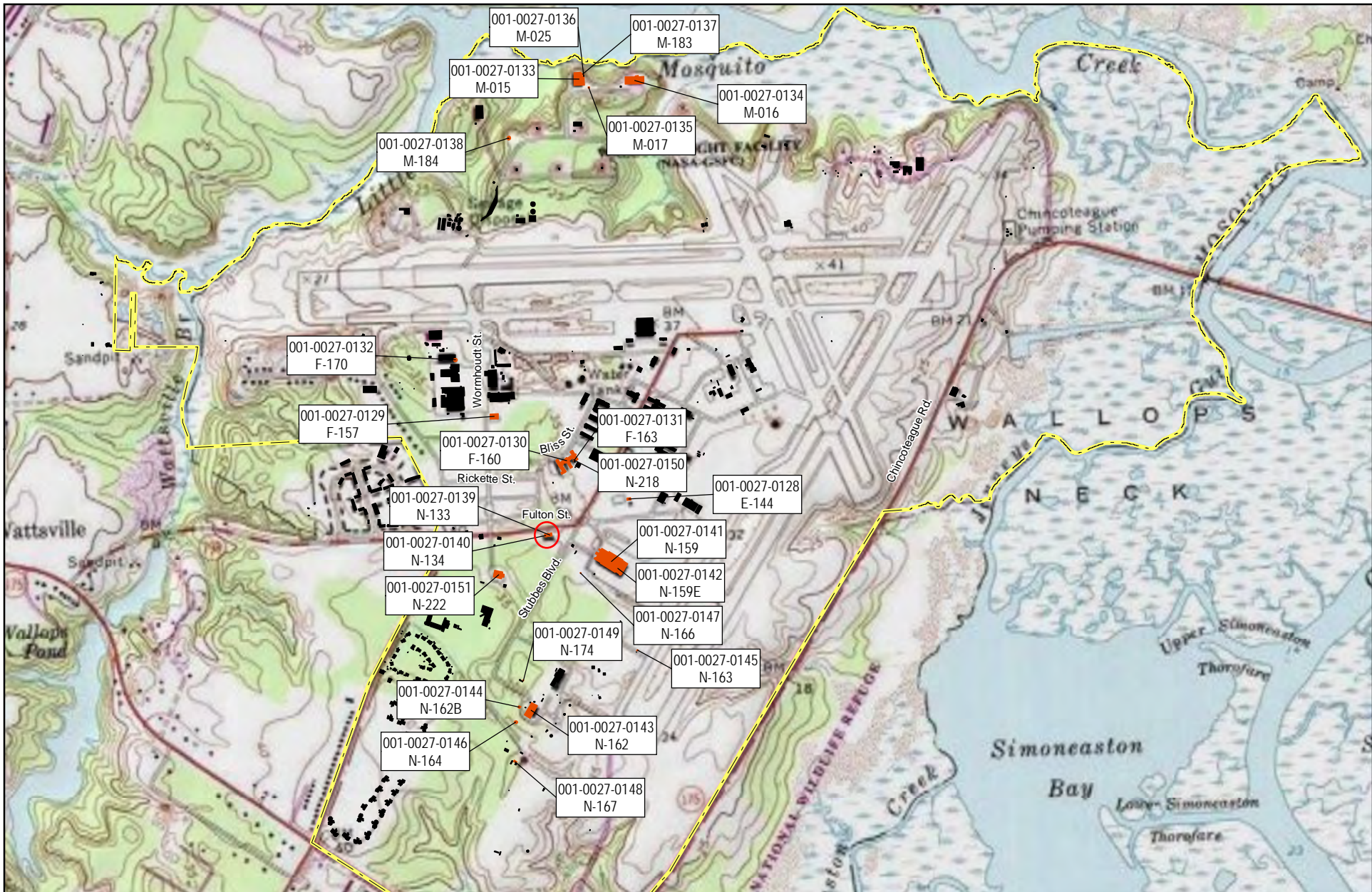
Address: Wallops Flight Facility

City: Wallops Island

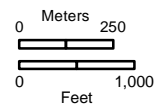
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

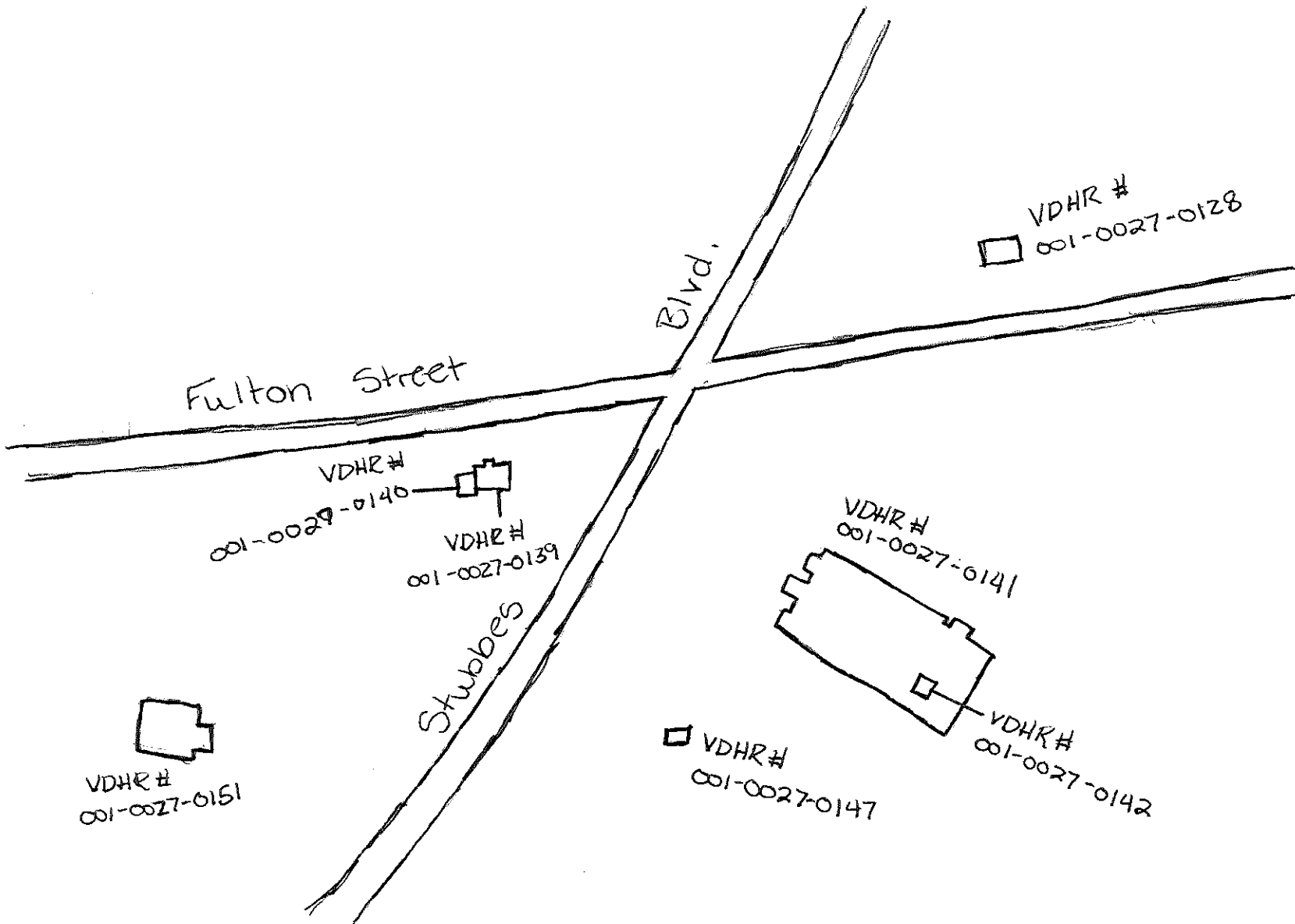
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



Fulton Street

Stubbes Blvd.

VDHR #
001-0027-0128

VDHR #
001-0027-0140

VDHR #
001-0027-0139

VDHR #
001-0027-0147

VDHR #
001-0027-6141

VDHR #
001-0027-0142

VDHR #
001-0027-0151

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0141

Other DHR ID#:

Resource Information

Resource Name(s): N-159, Research Aircraft and Observation Science Lab {Current}
Fasron Hangar {Historic}
N-159, Range Control Center and Model Assembly Area {Historic}

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	461456	4198453

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Research Aircraft and Observation Science Lab is located on the southern portion of the main base, west of runway 4-22. Stubbs Boulevard runs along the west side of the building and Fulton Street runs along the north. There are concrete aprons on all sides of the building, except the west. Drainage channels with concrete headwall culverts run through flat grass areas on three sides of the building. A wood footbridge spans a drainage channel and leads to a parking lot to the west. There are three large propane tanks to the south of the building and the Explosives Handling Storage Building (N-166) to the southwest.

Secondary Resource Summary:

January 2011: ASR-7 Radar Antenna/Pedestal Tower (N-159E)(see 001-0027-0142).

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0141

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	2.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Research Aircraft and Observation Science Lab consist of three parts: a large hanger bay in the center and two-story wings on the east and west sides. The hangar is supported by nine steel trusses and the wings are built of reinforced concrete. The central hanger has a front gabled roof clad in standing seam metal and features its original metal doors on the north and south elevations. Each hangar door consists of six leafs that when opened, roll on metal tracks into a door pocket on the west side. The doors feature two bands of steel-sash, divided-light windows. The hangar door pockets, gable faces and sides visible above the wings appear to be clad in the original corrugated cement asbestos board panels (WFF 2011). The building rests on a reinforced concrete slab foundation.

The east and west wings are rectangular in plan and have flat built-up roofs with metal fascia. Both have a mix of replacement metal frame fixed windows and bands of metal frame windows comprised of fixed over awning units; the fenestration pattern is irregular. Most of the bands of windows include one or more units covered by panels. Multiple entrances to the wings include a mix of single and double hollow steel or half-glazed metal doors. The northwest elevation of the west wing also features a two-story steel rolling overhead door.

The original boiler house is at the north end of the east wing. The boiler house is three stories tall and includes an external round chimney near the south corner. A two-story addition was appended to the northeast side of the east wing. The north end of the west wing is pierced by two taller, windowless structures, which are mechanical penthouses. Two small one-story additions were built on the northwest side of the west wing, including one with a hollow steel overhead door.

The building has been altered several times since its construction. In 1959, alterations included partitioning the hangar into four model assembly shops and reconfiguring some interior spaces in the east wing in order to add two mechanical penthouses there. The alterations were designed by the Norfolk architecture-engineering firm of Clark, Buhr and Nexsen, which designed several new buildings at Wallops Station in the first few years after it became a NASA facility. A row of offices was added along two of the model assembly shops a few years later. The offices and assembly shops were removed by 1976, converting the space into a hangar once again. At various times, including 1979, 1983, and 1992, interior spaces within the east and west wings were reconfigured for changing needs (WFF 2010). In 1980, all existing windows and exterior personnel doors were removed and replaced. Fixed and fixed-over-hopper windows and insulated panels replaced the original bands of three-light steel-sash windows (WFF 2010, 2011). In July 2000, an elevator was added to the north face of the east wing.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	
Structural System	Structural System - Masonry	Concrete	Structural System - Stuccoed
Windows	Windows - Fixed	Metal	Windows - Multiple-light
Windows	Windows - Awning	Metal	
Roof	Roof - Flat	Asphalt	
Roof	Roof - Gable, Front	Metal	Roof - Standing Seam

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0141

Other DHR ID#:

development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957. After the base was transferred to NASA, Wallops converted the building into a range control center and model assembly area (Shortal 1978). By 1973, it was the Environmental Lab. It was known as the Control Center by 1985 (WFF 2011). It is currently the Research Aircraft and Observation Science Lab.

N-159 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The integrity of N-159 has been diminished by material alterations. The resource is in its historical location. Its historical setting in an open area on an aircraft parking apron next to the runway is largely intact, although several large post-1965 buildings are located to the northeast. No additions have been made to the building; however, its integrity of design, materials, and workmanship has been adversely impacted by the removal and replacement of the original windows and personnel doors. The removal of original building materials changed the historic character of the building, thereby diminishing its feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing:		1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0141

Other DHR ID#:

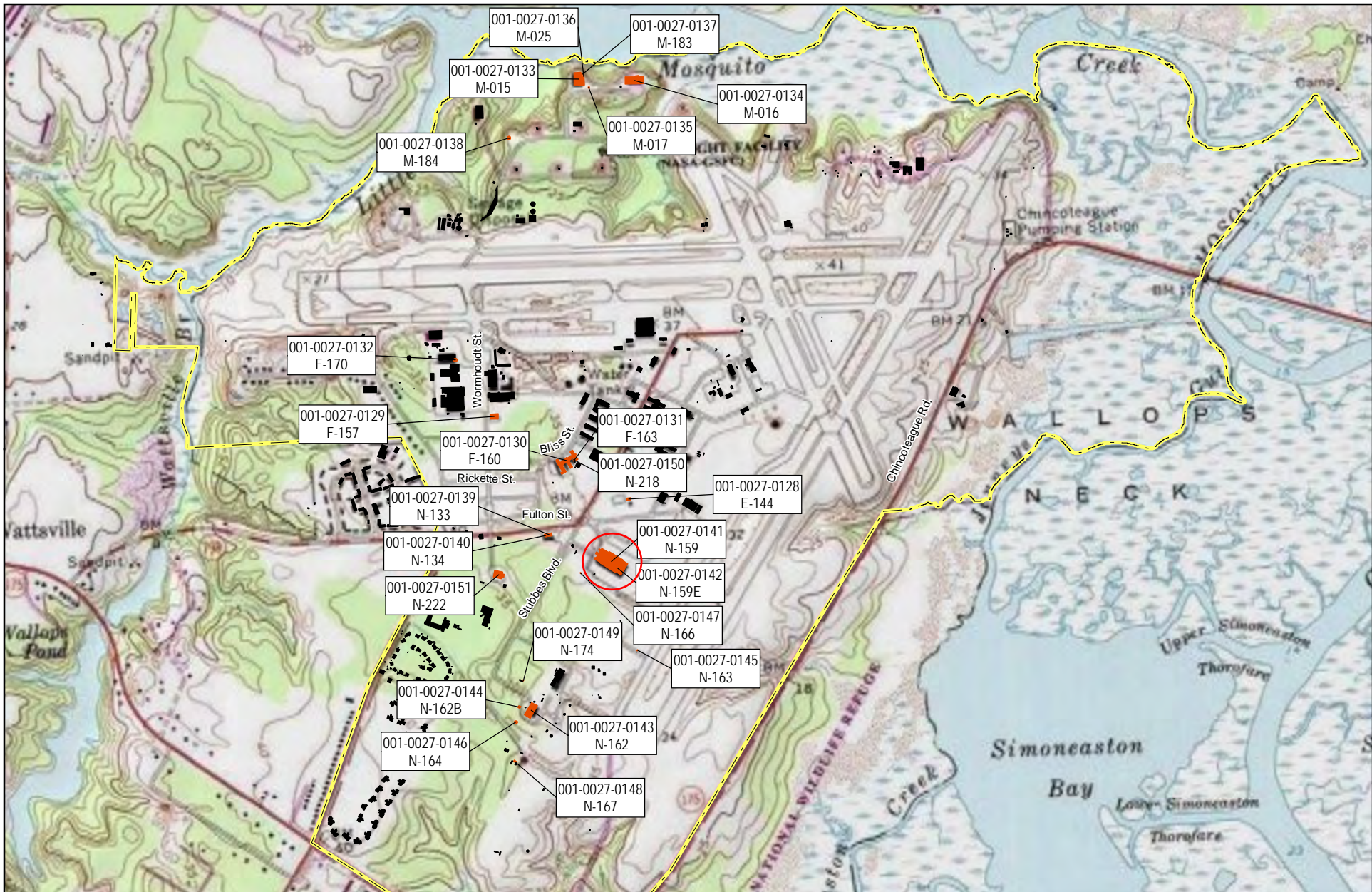
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: January 2011
CRM Person: TEC Inc
VDHR Project ID # Associated with Event: 2010-2274
CRM Event Notes or Comments:
Lori Thursby and Kimberly Martin




Bridge Information

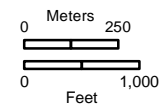
Cemetery Information

Ownership Information

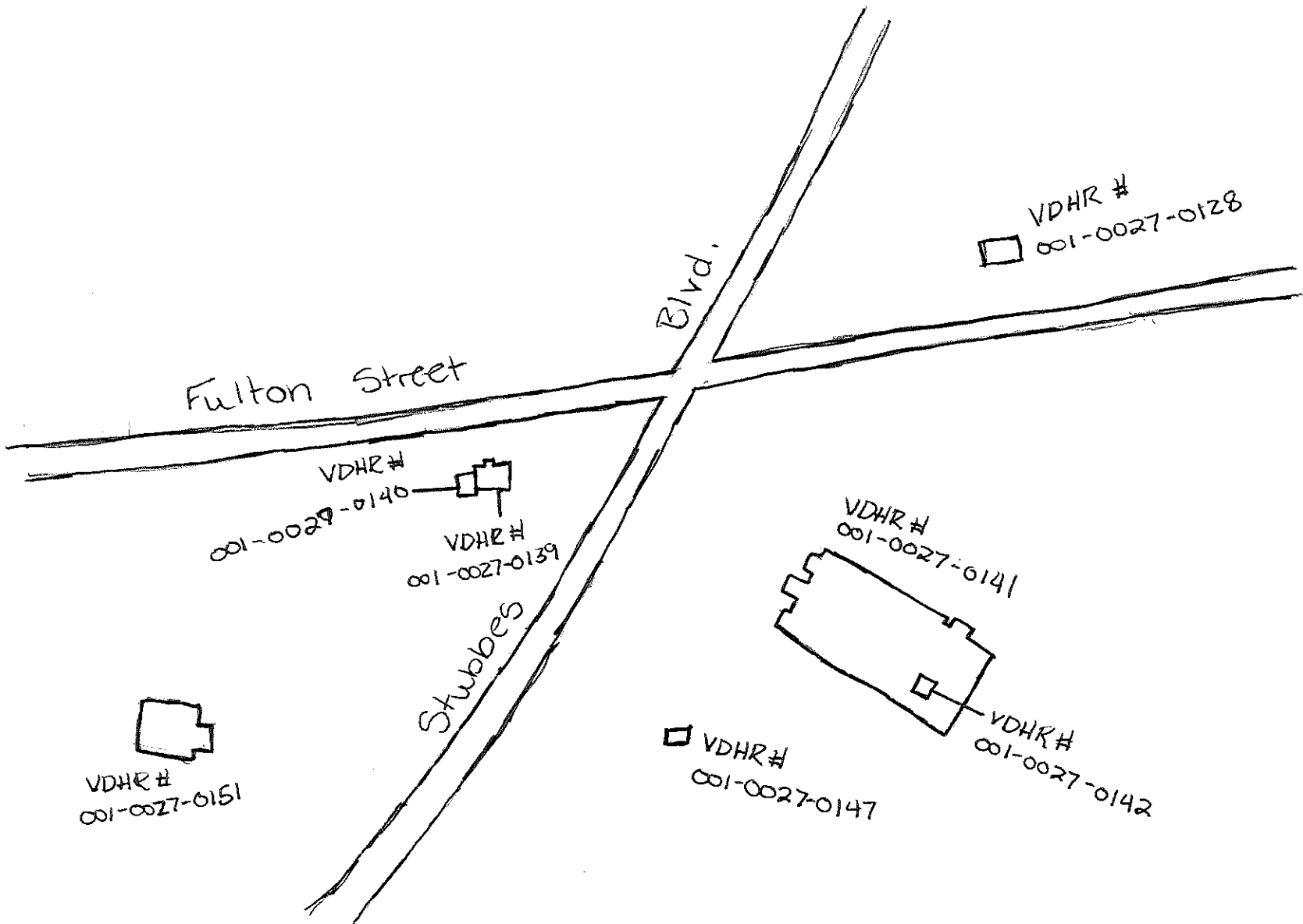
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



-  NASA Property
-  Surveyed Structures
-  Buildings



NOT TO Scale



Fulton Street

Stubbes Blvd.

VDHR #
001-0027-0128

VDHR #
001-0027-0140

VDHR #
001-0027-0139

VDHR #
001-0027-0141

VDHR #
001-0027-0142

VDHR #
001-0027-0147

VDHR #
001-0027-0151

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0142

Other DHR ID#:

Resource Information

Resource Name(s): N-159E, ASR-7 Radar Antenna/Pedestal Tower
{ Current }
Date of Construction: 1961
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	461456	4198453

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The ASR-7 Radar Antenna/Pedestal Tower was erected on the roof of N-159, the Research Aircraft and Observation Science Laboratory. Both facilities are located in the east-central part of the main base. N-159 stands on an L-shaped aircraft parking apron that is located next to a taxiway to runway 4-22. Being next to the runway, the area is flat and primarily open, although a forest is to the southwest.

Secondary Resource Summary:

January 2011: Research Aircraft and Observation Science Laboratory (N-159)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: N-159E stands at the southwest end of the flat-roofed, two-story wing of N-159. The rotating radar stands at the top of a three-story steel tower, which is 20 ft long, 18 ft wide, and 39 ft high. The tower, supported by corner posts and a frame of

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0142

Other DHR ID#:

paired angle chords on four sides, tapers inward slightly as it rises. It was constructed in 1964 on Wallops Island and later moved to this location in 1970 (WFF 2011). The tower includes two square platforms, one at the top and a second one a half story below. The perimeters of both platforms have steel tube handrails. A steel L-shaped staircase with a landing on three levels of the tower is located at the southeast section of the tower.

The antenna consists two parts, a primary and secondary antenna. The primary antenna is doubly curved reflector with a cosecant squared vertical pattern. The secondary antenna is a monopulse, Large Vertical Aperture antenna (Winkler 1997). The secondary component rests on the primary.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Steel	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This radar antenna tower is representative of a Communications resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The structure was originally located on the northeast corner of the roof of Building F-10, an aircraft maintenance hangar built in 1944 for the CNAAS that was used by NAOTS after World War II as a hangar and offices (URS and EG&G 2004). No information identifying when the tower was erected on F-10 was found. The radar tower was modified and relocated to the roof of N-159, the range control center and model assembly area, in 1961 as part of an overall facility expansion and modification program at Wallops Station after it became an operational facility of the newly-established NASA. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. An ASR-7 radar is mounted to the top of the tower. ASR-7 is one type of airport surveillance radar. This older type of radar uses analog technology to detect aircraft position and weather conditions (Federal Aviation Administration 2007).

N-159E has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This structure is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location on the roof of N-159, the tower was evaluated under Criteria Consideration B in addition to Criteria A–D. N-159E is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The antenna tower was moved during the period of significance; therefore, it does not possess integrity of location. It does, however, have integrity of setting because its placement on the roof of a large hangar that is in proximity to a major runway is comparable to its original site. The design of the structure has been modified by the addition of a second platform near the top of the tower. The resource retains its integrity of materials, workmanship, feeling, and setting.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0142

Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: David F Winkler

DHR CRM Report Number:

Notes:

1997 Searching the Skies: The Legacy of the United States Cold War Defense Radar Program. Electronic document available on-line at: <http://www.globalsecurity.org/military/library/policy/navy/ntsp/NASMOD-D.htm>. Accessed March 15, 2011

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

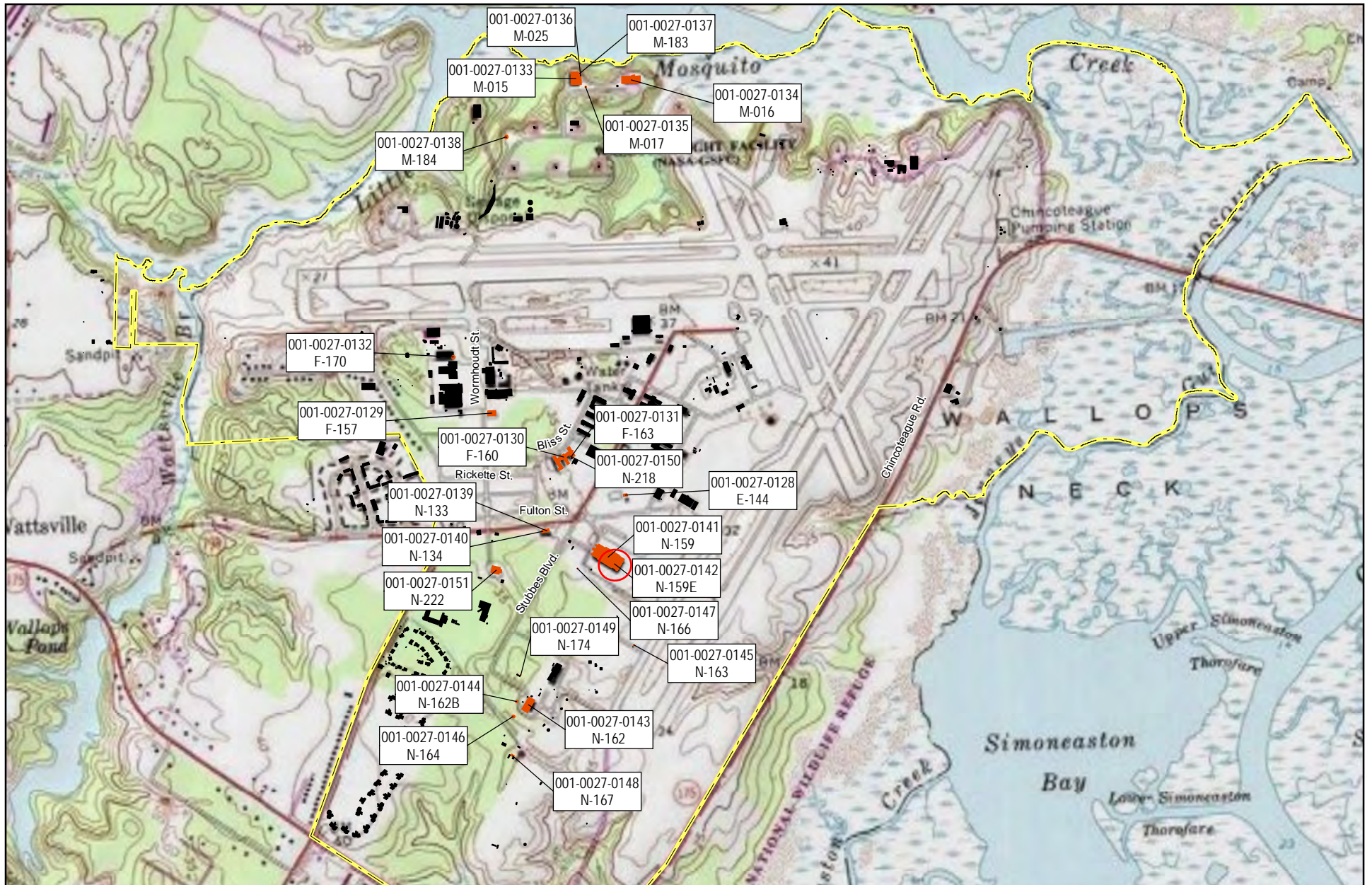
Lori Thursby and Kimberly Martin

Bridge Information

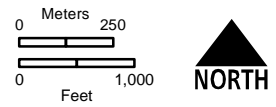
Cemetery Information

Ownership Information

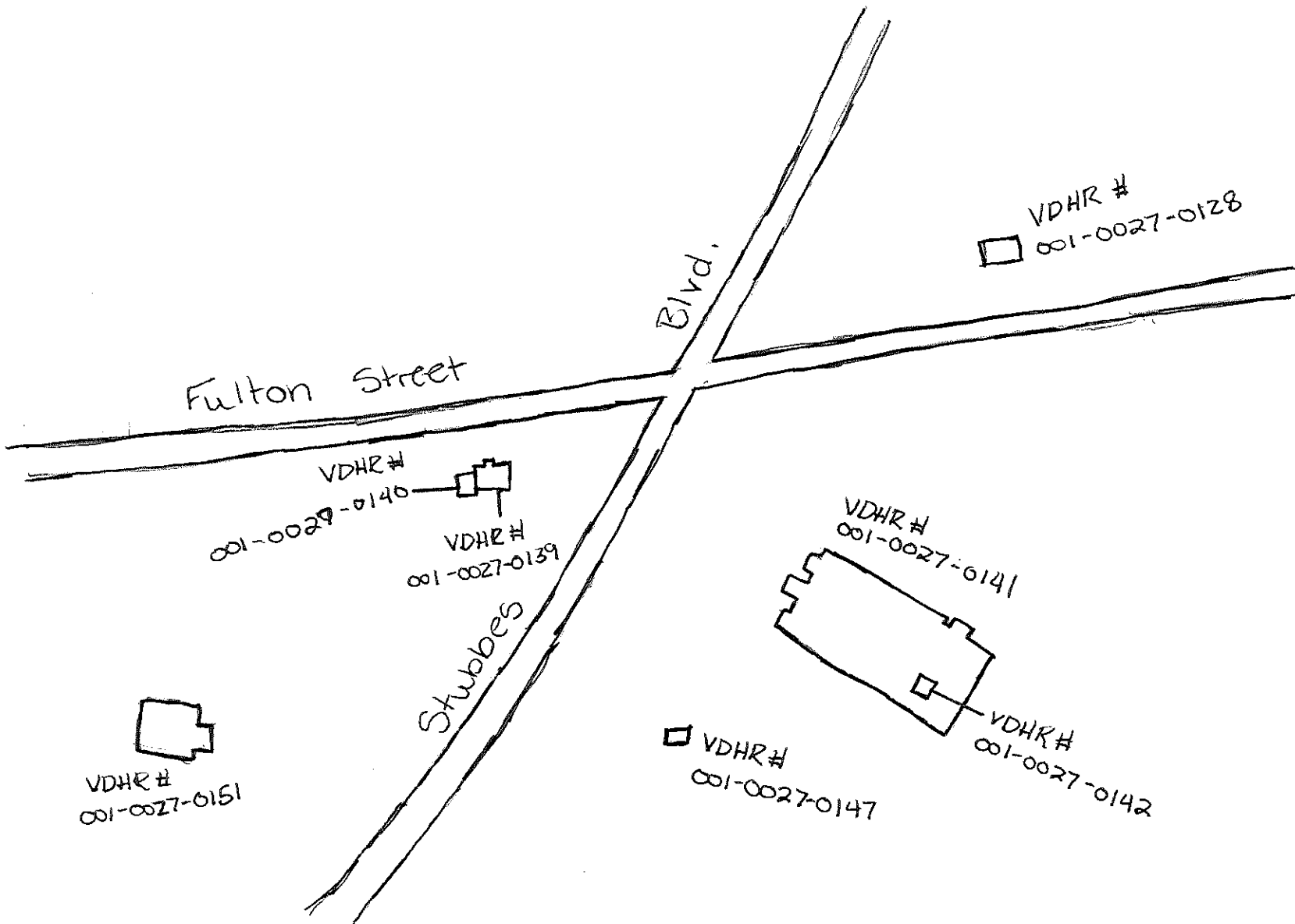
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



Fulton Street

Stubbes Blvd.

VDHR #
001-0027-0128

VDHR #
001-0027-0140

VDHR #
001-0027-0139

VDHR #
001-0027-0147

VDHR #
001-0027-6141

VDHR #
001-0027-0142

VDHR #
001-0027-0151

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0143

Other DHR ID#:

Resource Information

Resource Name(s): N-162, Telecommunications Facility Building
{ Current }
N-162, Telemetry Building { Historic }

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:
Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458184	4197954

UTM Center coordinates :
UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Telecommunications Facility Building is located on the southern portion of the main base, west of runway 4-22. An asphalt paved road runs along the north and west sides of the building connecting it to other buildings on the base. Situated on a flat, open section of the base, the building is surrounded by antennas, mechanical equipment, and an oil tank. Several of the antennas are included in this survey. Electrical equipment is contained in a chain-link fence at the south corner. There are concrete parking lots on the east and west sides of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	2.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0143

Other DHR ID#:

January 2011: The two-and-a-half-story north wing of the building was constructed in 1959 in a simple utilitarian style. It is composed of concrete walls and rests on a reinforced concrete slab. Metal tube railing runs along the perimeter of the shallow side-gabled metal and concrete roof. Two metal platforms with satellite dishes are situated on the northeast and southeast corners of the roof, with a free standing antenna on the northwest corner. The two-story south wing of the building was constructed in 1963 (WFF 2011). Like the north wing, the south wing rests on a reinforced concrete slab and has a flat roof. The south wing, however, is built of concrete block (WFF 2010). Metal tube railing runs along the perimeter of the roof. The roof was replaced most recently in 1981 with a four-ply built-up roof (WFF 2011).

The main entrance to the building is on the west elevation, situated between the north and south wings. The entryway is through a metal and glass vestibule with a standing seam metal shed roof. A concrete ramp with metal tube railing leads to the entrance. Double half-glazed hollow metal doors are located north of center on the south wing.

The south elevation contains two small aluminum frame fixed windows on the second story, which were added at an unknown time. A pipe protrudes from the first story and pierces the roofline. A small metal vent is located to the right of the pipe. The east elevation provides additional points of entry to the building. Two double overhead metal doors are located on the north corner, a set of double half-glazed metal doors are situated on the south corner, and a single half-glazed metal door is in the center of the south wing. A small metal and glass vestibule with a flat roof and single glazed door is located in the center of the two wings. Both this metal vestibule and the one on the west elevation replaced the original wood ones. There are two bays of triple aluminum-frame fixed windows on the first and second stories of the north wing. There is a new window (second story) and louver on the south wing and two original windows removed (first story) on southeast elevation. Two metal vents are located in the south corner of the south wing.

The north elevation has a set of metal double doors on the second story, used as an exit. Metal exterior stairs with metal tube railing extend from the exit to the ground. The entry and staircase are not original to the building. A storage room addition was appended to northeast elevation in 1986 (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Gable, Front	Metal	
Structural System	Structural System - Masonry	Concrete	Structural System - Stuccoed
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Porch	Porch - 1-story	Aluminum	Porch - Enclosed
Windows	Windows - Fixed	Metal	Windows - 1-light
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a dual-function Research, Development and Testing and Communications resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy constructed N-162 in 1957. After the base was transferred to NASA, Wallops converted the building into a telemetry building. Within a few years (1963), the building was expanded with a 61 by 82- ft (full-width) addition on the southwest end (WFF 2010). It became the Telecommunications Facility in 1984 (WFF 2011).

N-162 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0143

Other DHR ID#:

components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building has a moderate level of integrity. It is in its historical location and its setting is largely intact, although a few small buildings and a couple of antenna towers, all post-dating 1965, have been erected to the south and southeast. The few changes to the door and fenestration patterns of the building, as well as the small addition on the northeast elevation, have diminished the integrity of design and materials. The building possesses integrity of workmanship, feeling, and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

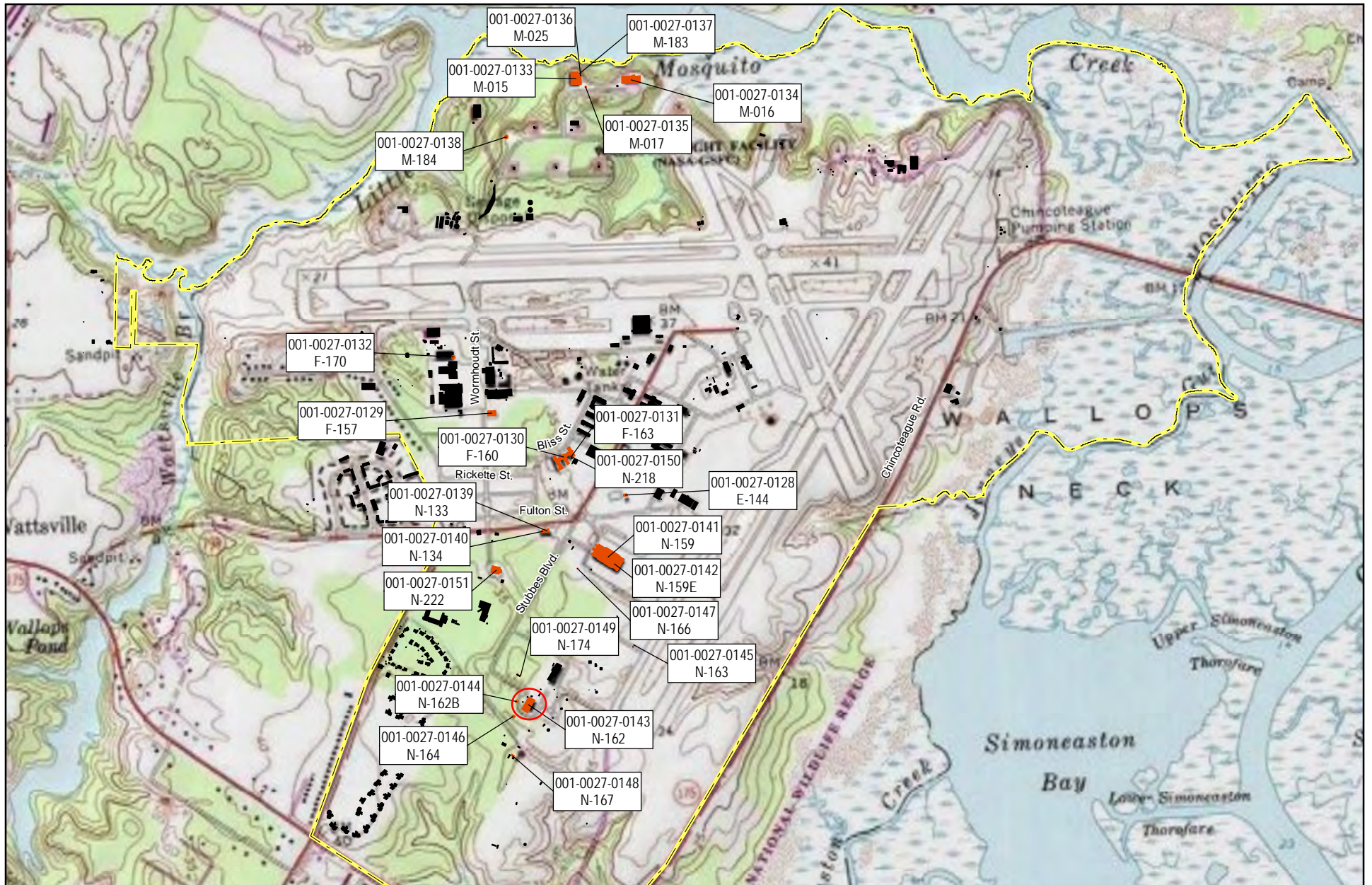
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

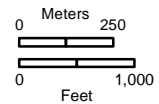
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Other DHR ID#:

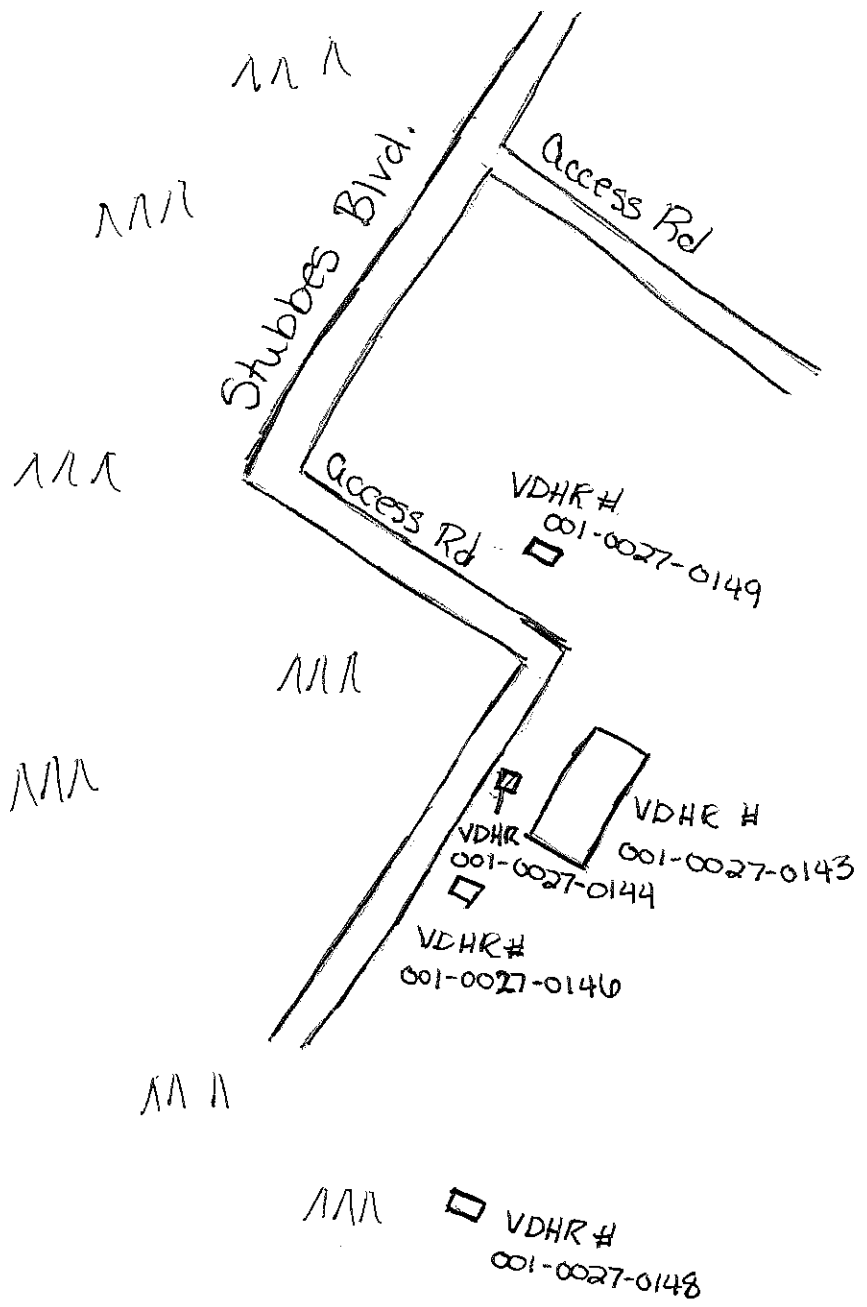
Relation to the Property: Owner of property



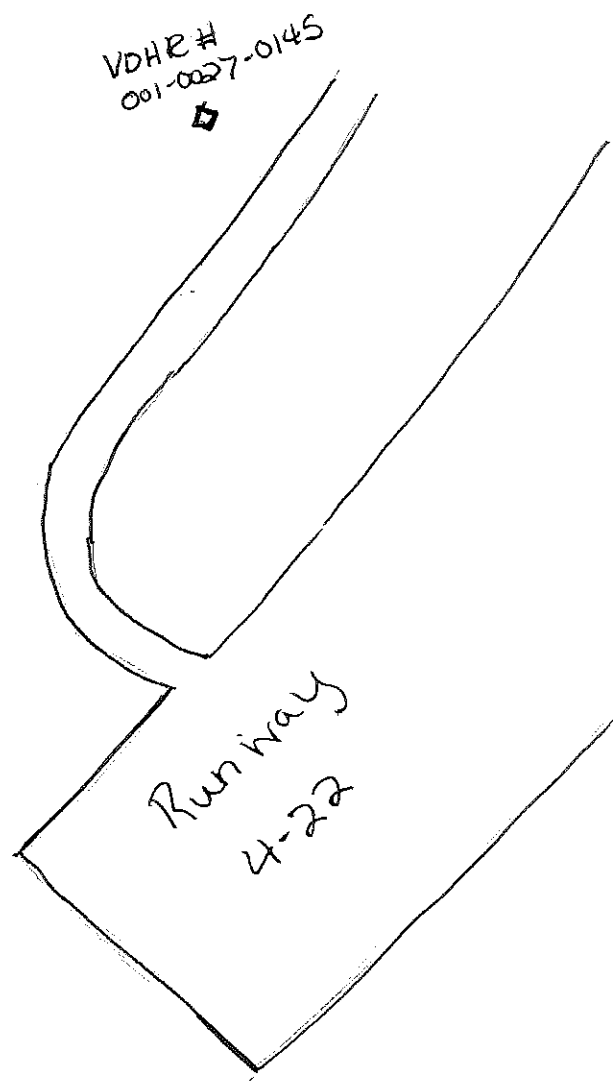
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0144

Other DHR ID#:

Resource Information

Resource Name(s): N-162B, Frequency Monitoring Antenna Tower
{ Current }
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458140	4197970

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Frequent Monitoring Antenna Tower was erected on the southeastern part of the main base, southeast of runway 4-22. The tower is directly west of N-162, the Telecommunications Facility Building, and southwest of N-172, the Bore Sight and Calibration Tower. The area is open and flat, with a stand of trees to the west. There is a drainage ditch with concrete headwall culverts to the southeast. A small, flat roofed shed rests on the southeast corner of the tower's concrete pad. It is metal framed with ribbed metal siding and roof cladding. The shed appears to be vacant.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Frequency Monitoring Antenna Tower is a steel-frame square structure, bolted to a concrete pad foundation. It

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0144

Other DHR ID#:

is seven stories (75 ft) high and roughly 18 ft square at the base. The rotating antenna rests on the top of the tower and is mounted on a steel pole. The tower tapers at the fourth course of its four steel corner posts and steel angle framework. The top of the tower has a metal grate platform with yellow metal tube handrails. Four flights of metal L-shaped stairs extend through the middle of the tower, reaching an additional flight of metal stairs on the south elevation. The stairs provide access to a metal ladder encircled by a metal cage, which extends to the platform.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Steel	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this frequent monitoring antenna tower in 1963.

N-162B has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This antenna tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity; however, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0144

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

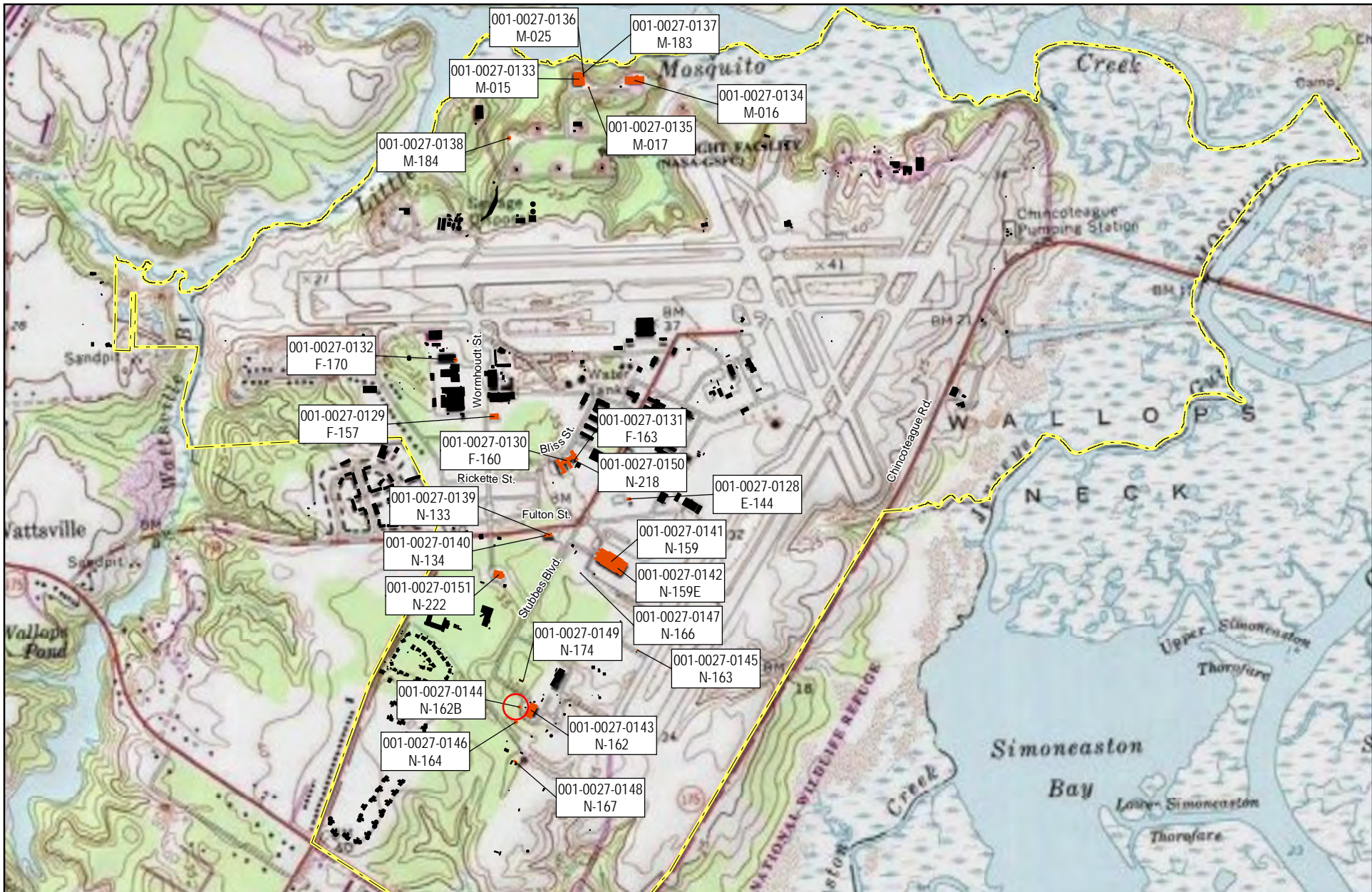
Lori Thursby and Kimberly Martin

Bridge Information

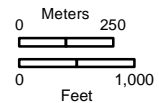
Cemetery Information

Ownership Information

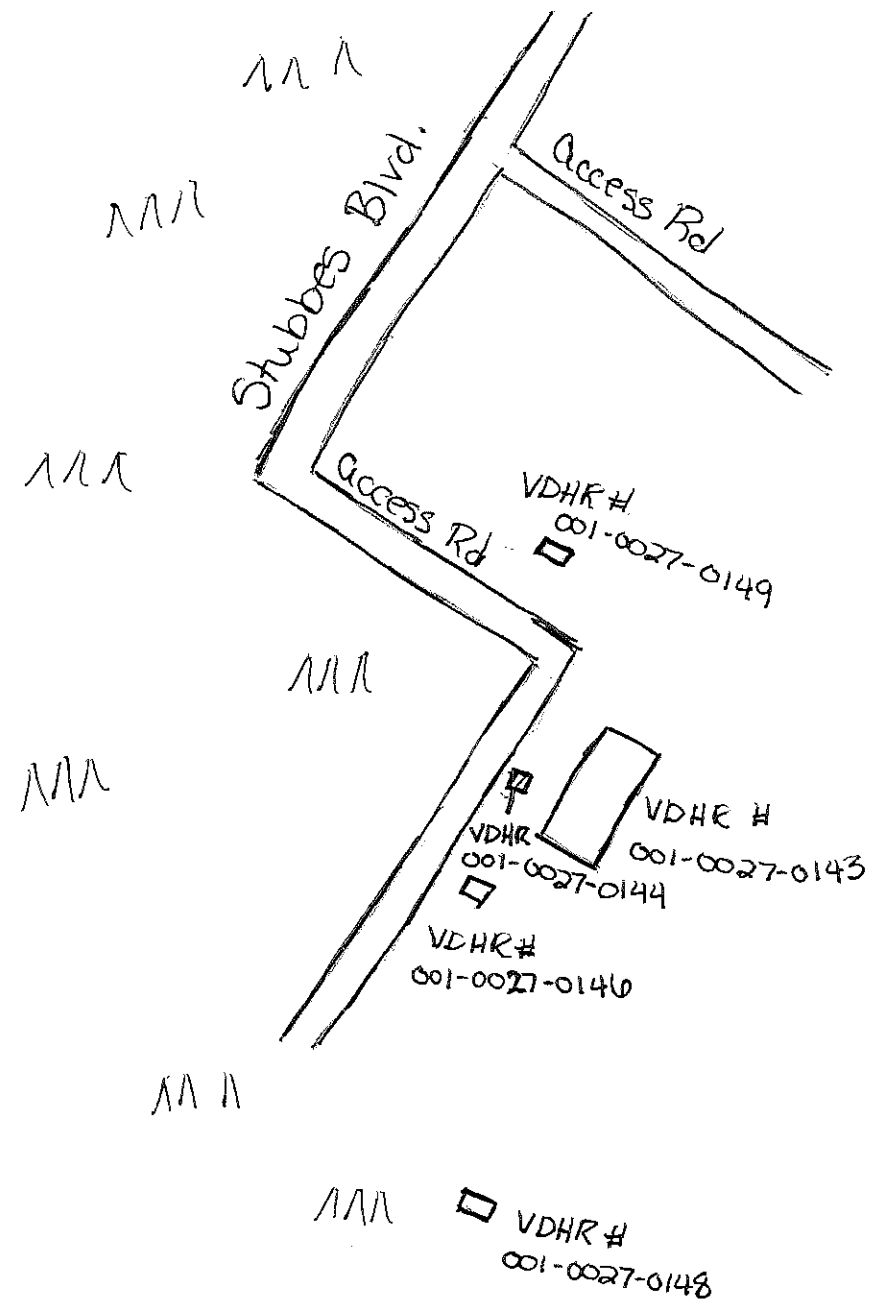
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



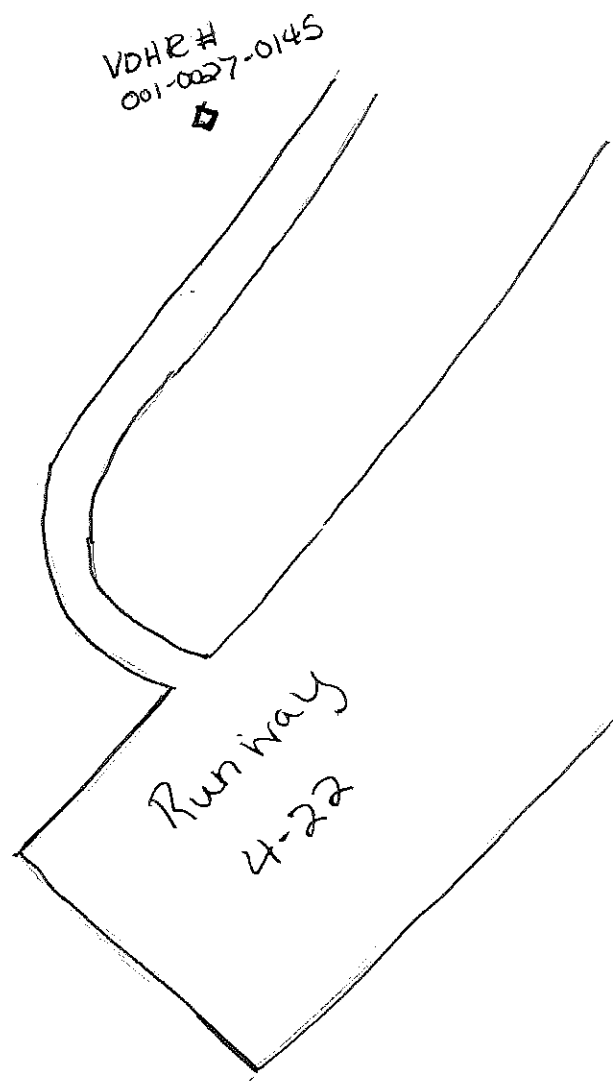
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0145

Other DHR ID#:

Resource Information

Resource Name(s): N-163, Antenna Calibration Measurement Facility
{Current}
N-163, Air to Ground Blockhouse {Historic}

Date of Construction: 1963

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458586	4198168

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Antenna Calibration Measurement Facility is located on the southern portion of the main base, immediately west of runway 4-22. The building stands at the edge of an isolated, flat open field. A concrete pad leads from N-163 to the runway and in the other direction, a row of concrete pads extends to an abandoned wooden platform and concrete footings of a demolished building. Remnants of another foundation are in the vicinity of the runway. A raised cable track extends from the southeast corner of the building. It has toppled over.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0145

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This one-story concrete block building was constructed in 1963 and is a small utilitarian structure. Portions of the concrete block exterior have been covered with stucco. The building rests on a concrete slab foundation and has a platform on top of the flat roof with an aluminum fascia. The platform is surrounded by a wooden railing. A wooden staircase, leading to the roof, is located on the east elevation. The only entrance is on the south elevation, consisting of a single hollow steel door. Concrete steps with metal tube railing leads to the door. The west elevation features a single metal sash fixed over awning window with concrete lug lintel and slip sill. The north elevation has an original two-over-two, double-hung, wood sash windows with concrete slip sill and no lintel.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents a secondary Research, Development and Testing resource built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. N-163 was originally an Air to Ground Blockhouse, and included two radio frequency electronics van trailers. In 1971 the trailers and all piers, jacks, conduits, and connections were removed and the building changed to an antenna calibration measurement facility. As a result of the removal of the van trailers, new concrete block walls for N-163 were installed in 1973 (WFF 2011).

N-163 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The Antenna Calibration Measurement Facility is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

Changes to the building and its surroundings have negatively affected several aspects of the integrity of N-163. The building is in its historical location. The setting is diminished by the removal of two to three other buildings or structures that were in the proximity to N-163 and probably once associated with it. The design and materials of the building have been compromised by the installation of new concrete block walls in 1973, the replacement of one of the windows, and the installation of a wood platform on the roof and the stairs that lead to it. The physical changes to the building and its setting have removed the historical association of the building. However, it does

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0145

Other DHR ID#:

retain integrity of feeling and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

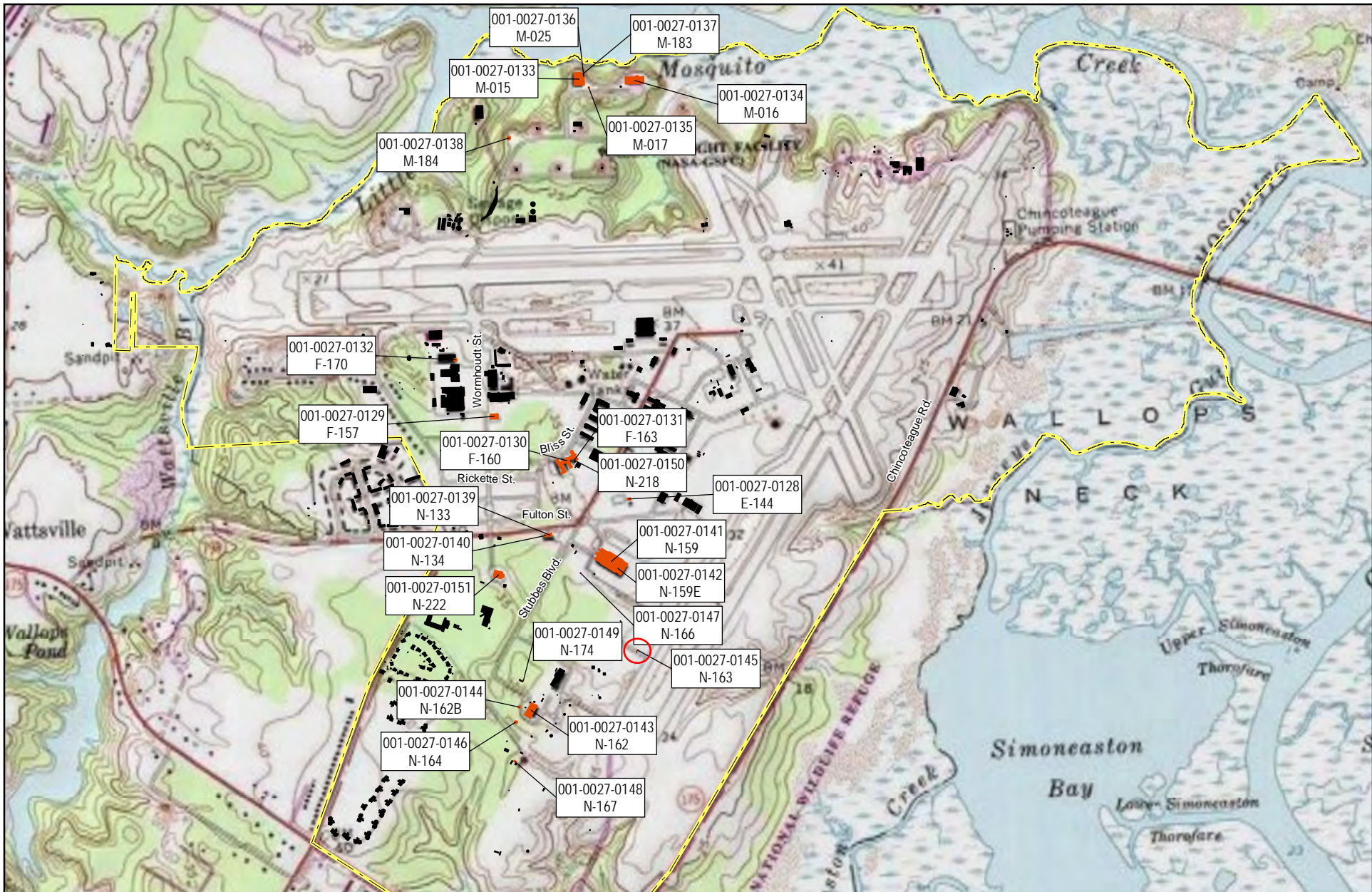
Lori Thursby and Kimberly Martin

Bridge Information

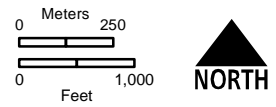
Cemetery Information

Ownership Information

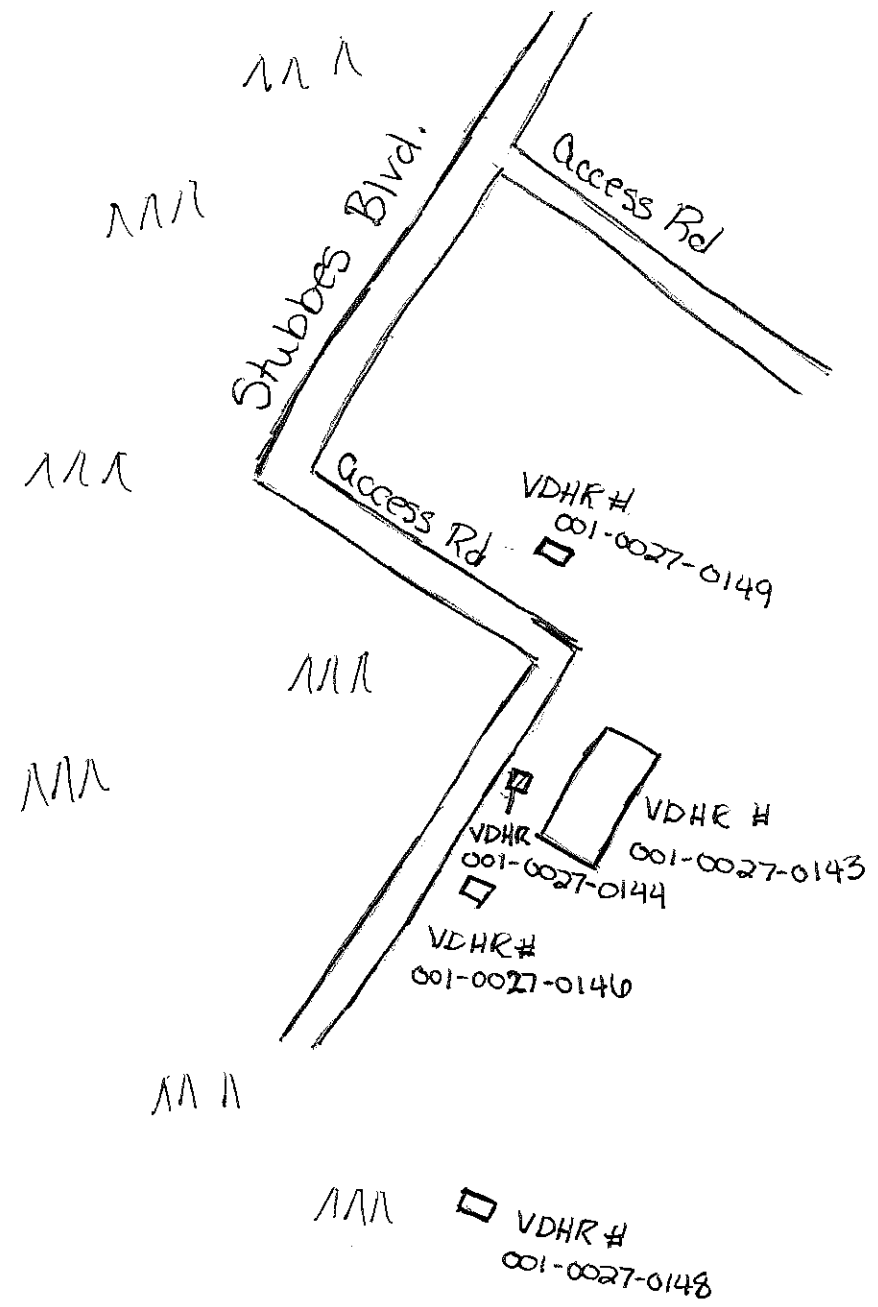
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



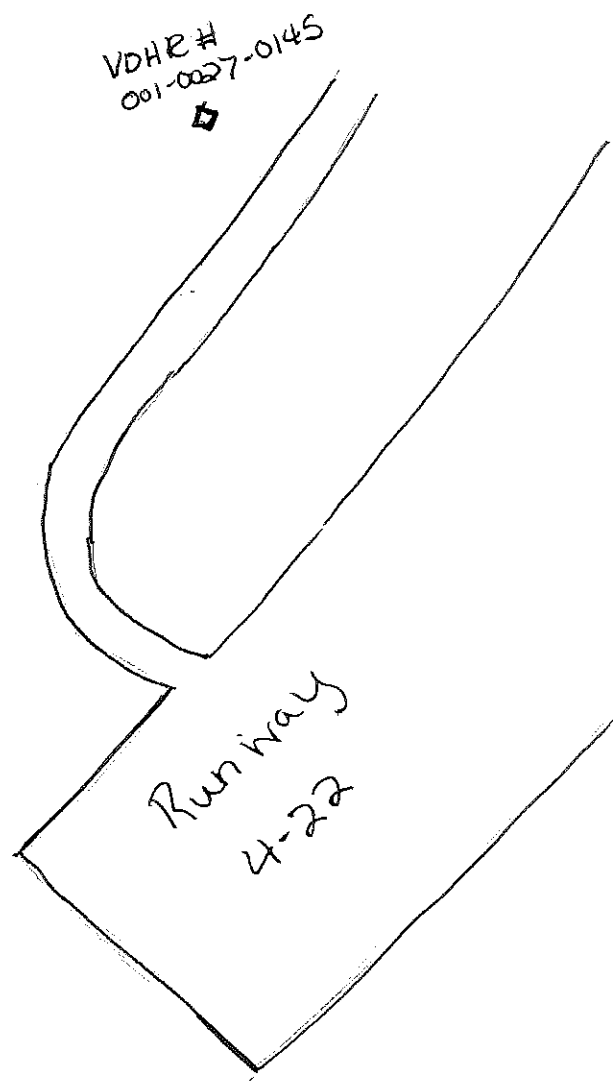
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0146

Other DHR ID#:

Resource Information

Resource Name(s): N-164, Explosives Handling Equipment Storage Building {Current}
Date of Construction: 1965
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): N-162 Access Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458126	4197918

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The High Frequency Receiver Antenna is located on the southern portion of the main base, to the southwest of runway 4-22. An observation tower and two antennas are located to the north. The area is mostly an open, flat field. There are pine trees to the west of the antenna.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This High Frequency Receiver Antenna consists of a steel pole supported by two triangular, steel framed towers. The support towers extend three quarters of the height of pole and are fortified by four guy wires. The pole is raised about 2 ft off the ground and has a round antenna attached to the top. The central pole and support towers are bolted to a concrete pad. Cables

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0146

Other DHR ID#:

extend up the southern support tower and wrap around the top quarter of the pole. The antenna stands 105 ft high and was relocated to this site in 1981. As-built drawings indicate that it was originally affixed to a concrete pedestal with a spiral staircase (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This high frequency receiver antenna is representative of a Communications resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this antenna in 1965.

N-164 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This antenna is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity, but it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0146

Other DHR ID#:

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

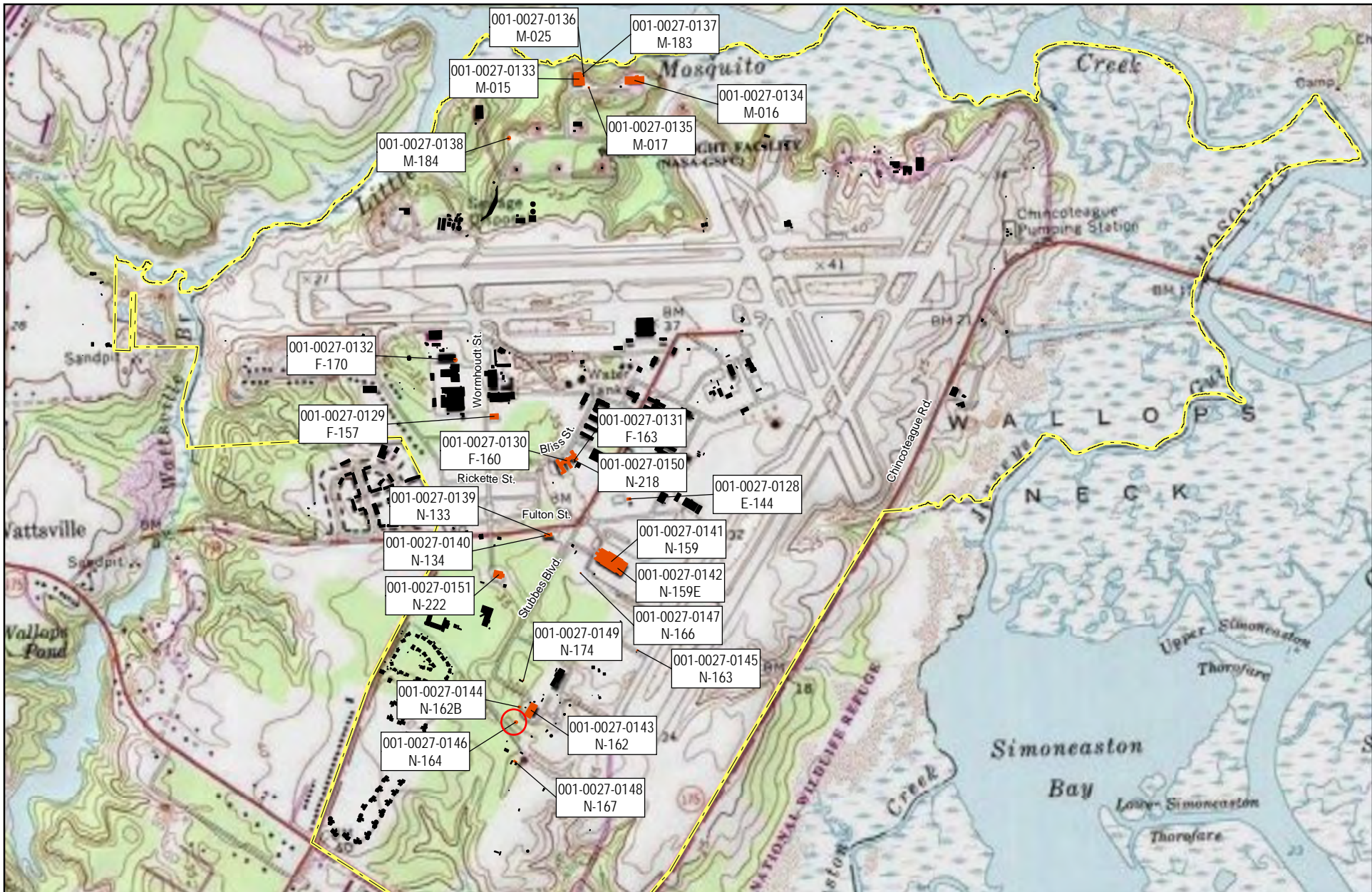
Lori Thursby and Kimberly Martin

Bridge Information

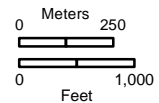
Cemetery Information

Ownership Information

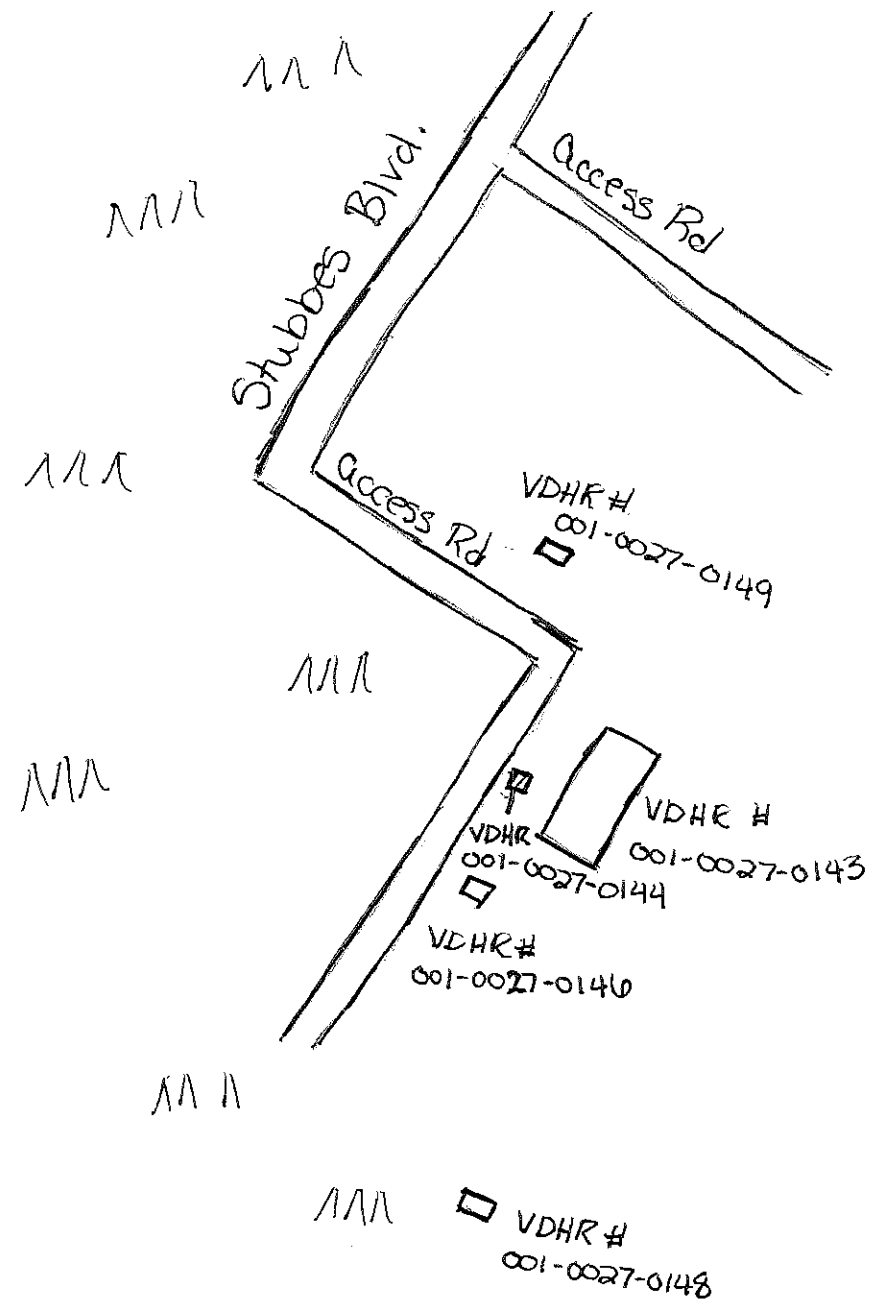
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



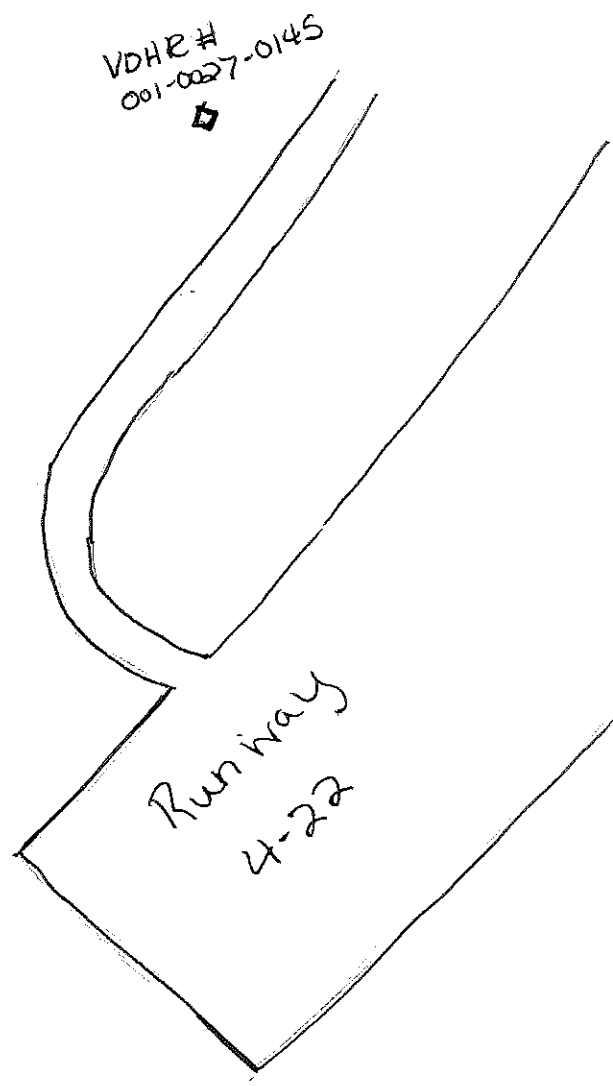
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0147

Other DHR ID#:

Resource Information

Resource Name(s): N-166, Explosives Handling Equipment Storage Building {Current}
Date of Construction: 1957
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Stubbs Boulevard
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458387	4198462

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Explosives Handling Equipment Storage Building is located on the southern half of the main base, west of runway 4-22. Stubbs Boulevard runs along the west side of the building. The area around the building is flat and open with forest to the south and west. A gravel road leads to it.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This is a simple concrete block building with a flat roof and aluminum fascia. The building rests on a raised concrete foundation. A hollow steel door on the east elevation is the only point of entry. A single metal louvered window with a precast concrete slip sill is located in the center of both the north and south elevations. The west elevation has no openings.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0147

Other DHR ID#:

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Raised	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Louvered/Jalousied	Metal	Windows - Louvered

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The Explosives Handling Equipment Storage Building represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

N-166 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. N-166 retains integrity, but it is a secondary resource of simple design and common construction; thus, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0147

Other DHR ID#:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010--2274

CRM Event Notes or Comments:

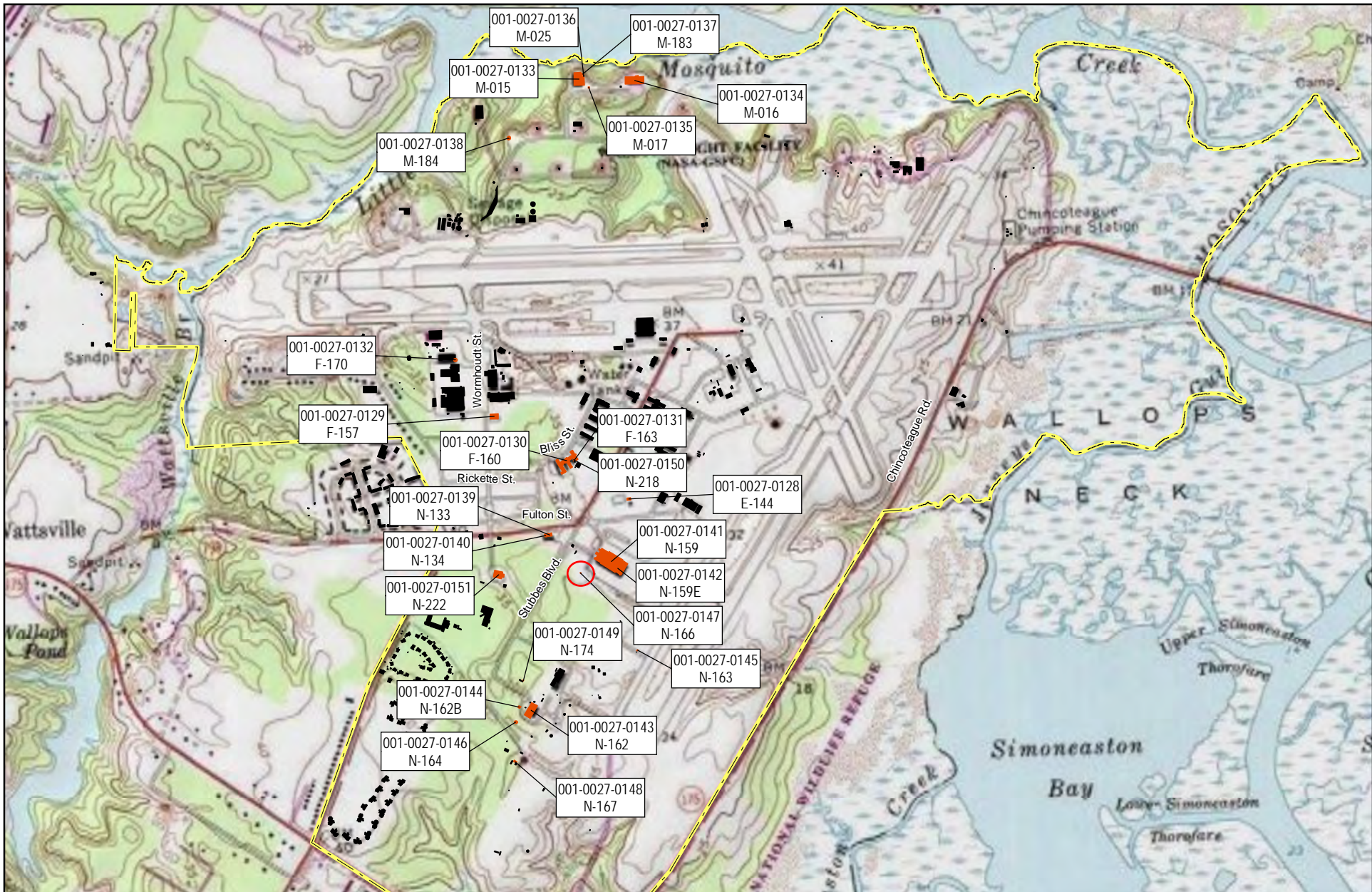
Lori Thursby and Kimberly Martin

Bridge Information

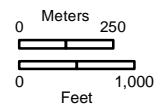
Cemetery Information

Ownership Information

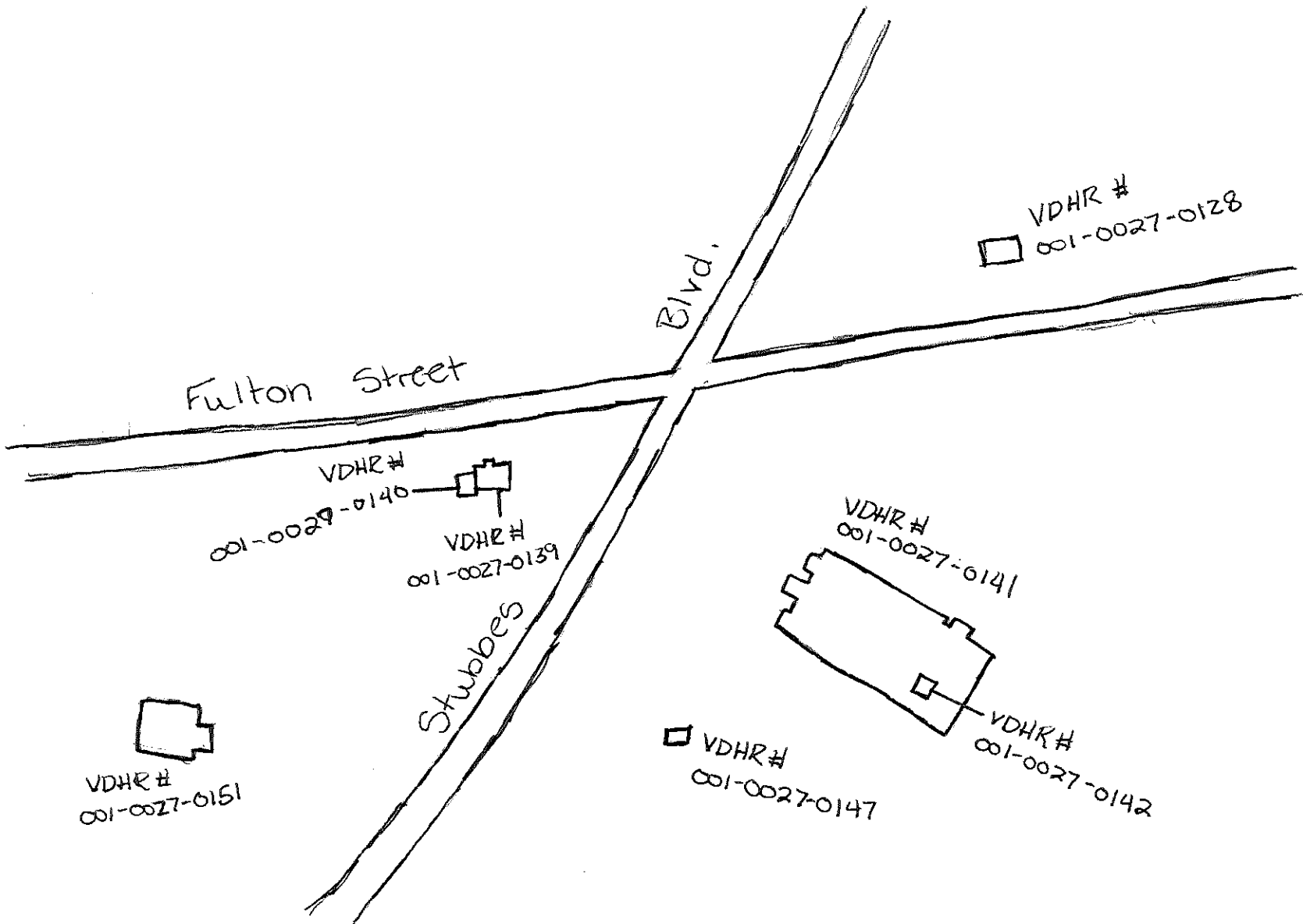
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<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0148

Other DHR ID#:

Resource Information

Resource Name(s): N-167, X- Band Antenna Central Control Building
{Current}
Date of Construction: 1965
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458139	4197801

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The X-Band Antenna Central Control Building is located on the southern portion of the main base, southwest of runway 4-22. This building is one component of a cluster of six to eight buildings situated on a flat open area of grass. A satellite antenna is visible from the building. A raised metal track runs eastward from the southeastern corner of the building. A small substation is situated on the building's south side

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story metal building was constructed in 1965 and is of a simple utilitarian style. It is a basic rectangular form, resting on a reinforced concrete foundation, with a front gabled, standing seam metal roof. The walls are sheathed with ribbed

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0148

Other DHR ID#:

metal panels. The façade of the building faces west and is composed of a single door and a set of double doors. Two light fixtures frame the double doorway. Vents are situated in the east and west gables. A raised concrete stoop, reached via three stairs, leads to the entrance. A metal tube railing surrounds the porch.

The north elevation consists of three bays of steel sash fixed and awning windows with large sills. Each window has four lights. The south elevation is composed of two bays with windows of the same type. A 400 square-foot addition was completed on the southeastern corner of the building in 1974 (WFF 2011), resulting in a distinct change to the east elevation of the building. The addition has metal plates in the gable peaks with the name “Armco,” a company that manufactures steel products (AK Steel Corporation 2011). The original east elevation is composed of a double window of the same type described above. There are two bays in the addition: one aluminum sash fixed and awning window and a glazed door. A concrete stoop, with three stairs facing east, leads to the door. The stoop is surrounded by metal tube railing.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	Structural System - Siding
Porch	Porch - Stoop	Concrete	
Windows	Windows - Awning	Aluminum	Windows - 1-light
Windows	Windows - Fixed	Aluminum	
Roof	Roof - Gable, Side	Aluminum	Roof - V-Crimp

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The X-Band Antenna Central Control Building is a Communications property type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1965. It retains its original use.

N-167 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building retains integrity of location, as it is in its historical location. The setting of the resource has been adversely impacted by the construction of a few post-1965 buildings and concrete paved areas to the north and northeast. The building’s integrity of design was diminished by the addition at the southeast end, which nearly doubled the size of the building. The resource retains integrity of materials, workmanship, and feeling. It lacks integrity of association, however, because of the changes to its surrounding and to the original design.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0148

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

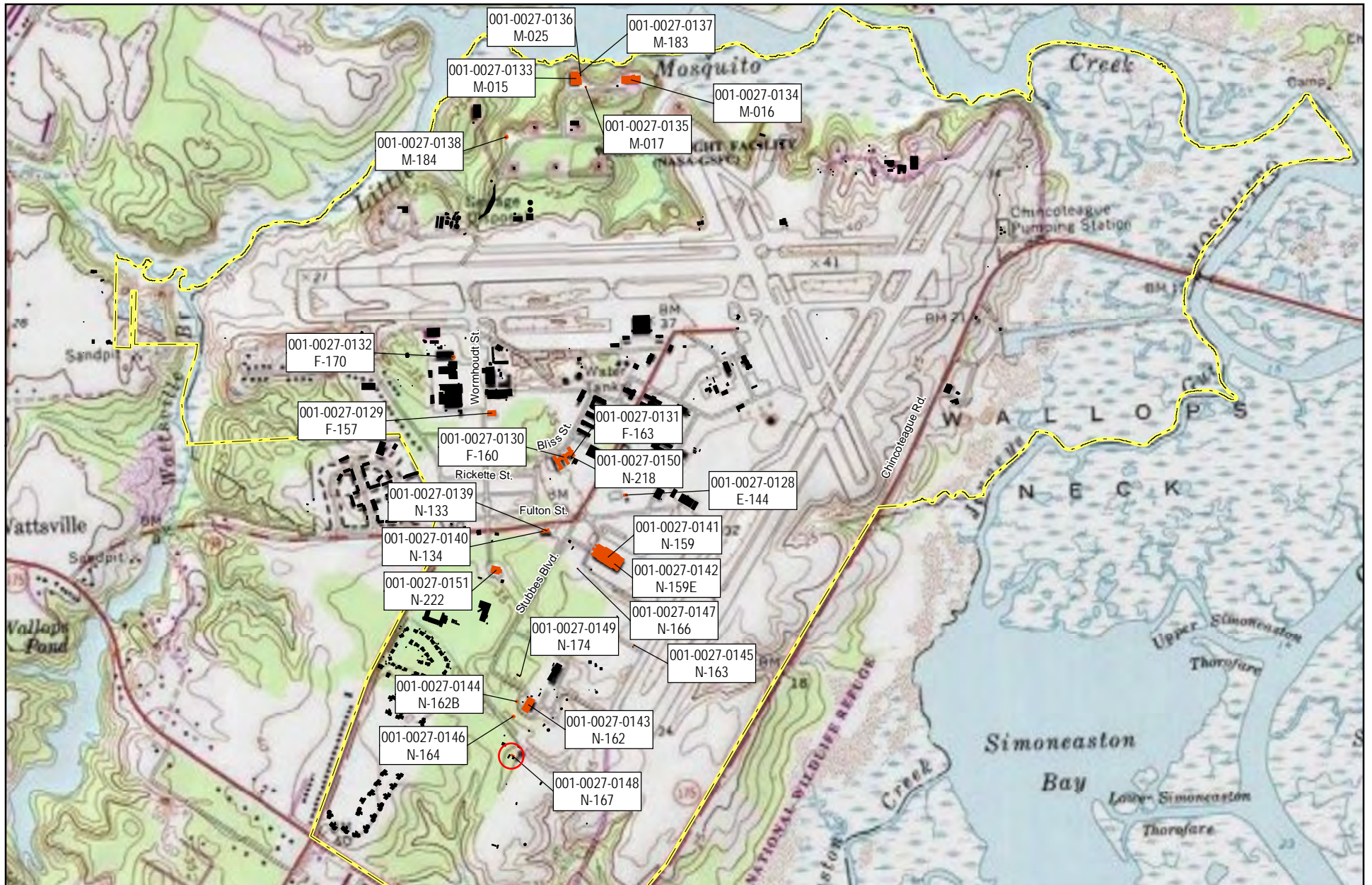
Address: Wallops Flight Facility

City: Wallops Island

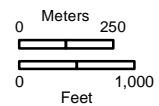
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Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

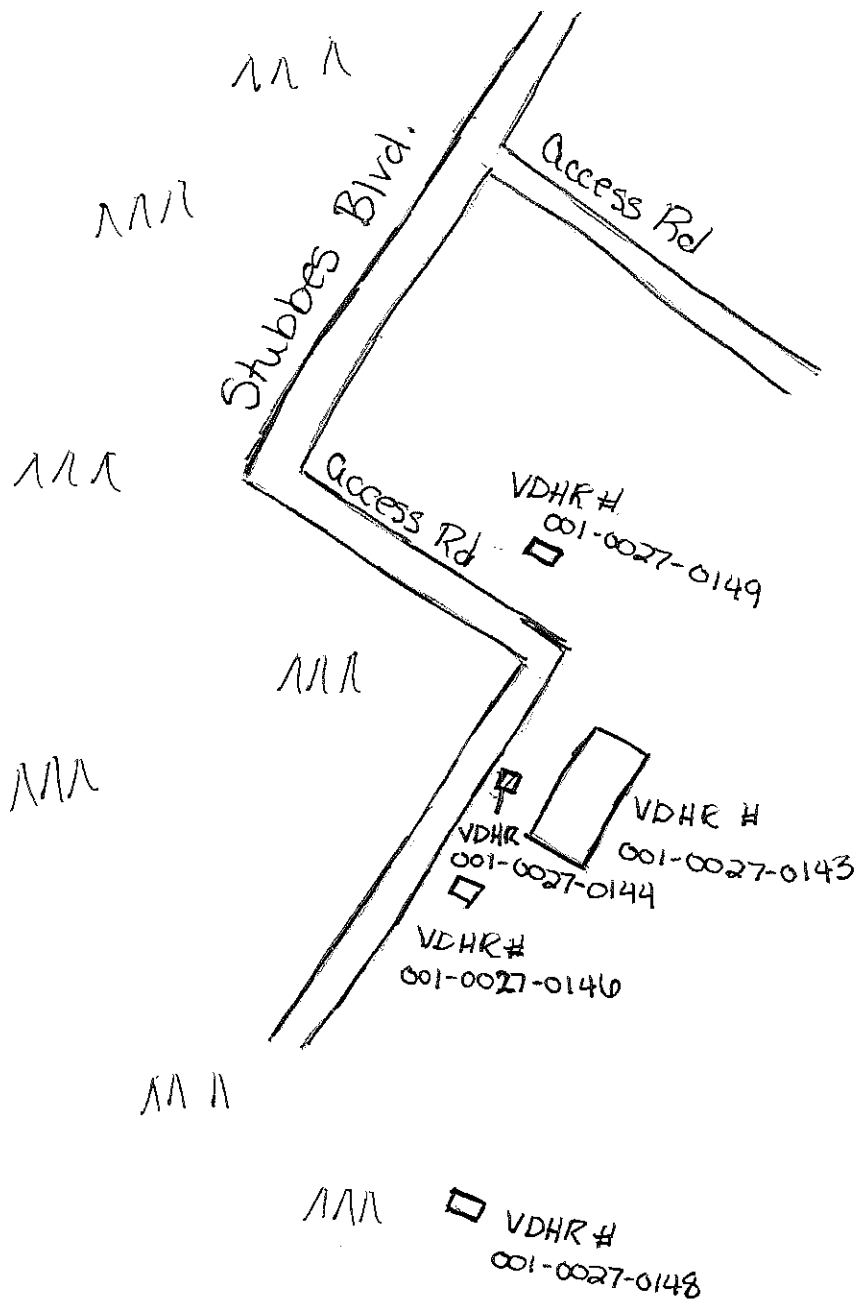
Relation to the Property: Owner of property



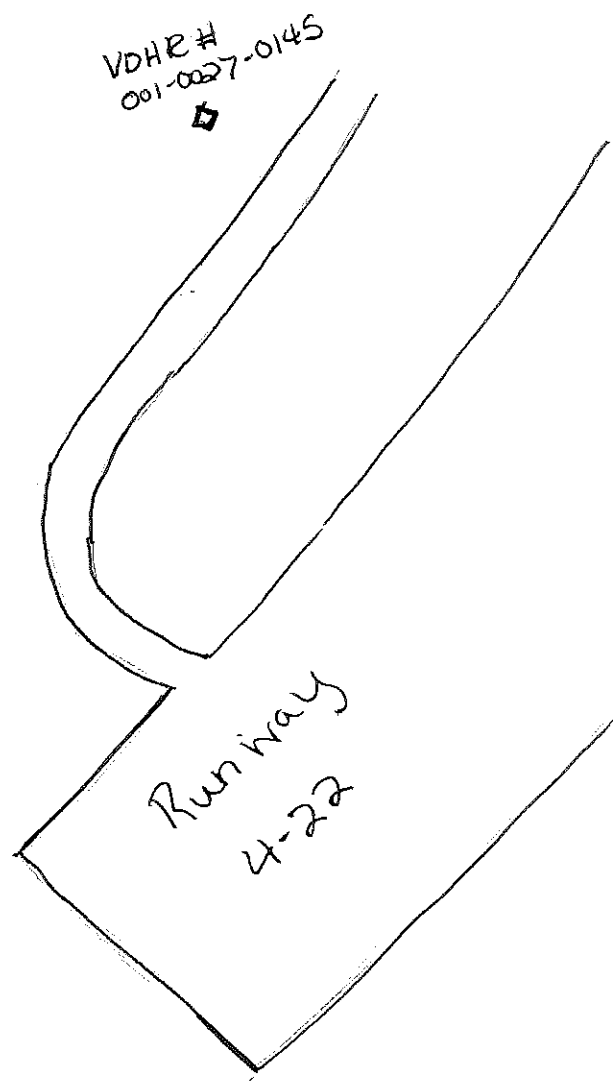
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0149

Other DHR ID#:

Resource Information

Resource Name(s): N-174, Bore Sight and Calibration Tower
{Current}
Date of Construction: 1962
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s):
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458151	4198075

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Bore Sight and Calibration Tower was erected on the southeastern part of the main base, southeast of runway 4-22. The tower is in a densely forested area, next to a second unmarked tower. Cables attach it a small flat roofed building (N-174B).

Secondary Resource Summary:

January 2011: small flat roofed building (N-174B)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1962 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: N-174 is a 150 ft galvanized steel tower bolted to concrete footings at each corner. The tower, which is supported by steel posts and angles, tapers slightly. Metal stairs with metal tube handrails climb around the exterior of the tower to reach a metal grate platform with metal tube railing at the top. Cables run through the center of the tower, attaching to N-174B. A metal pull down

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0149

Other DHR ID#:

ladder directly behind the building reaches the first flight of stairs on the tower.

There are several antennas attached to the tower, including parabolic dishes and double curved types. The tower is used to track the direction of all telemetry antennas in the area, explaining the presence of so many types of antenna.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Steel	
Foundation	Foundation - Piers	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The Bore Sight and Calibration Tower is representative of a Communications resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965. The tower was used to track the direction of all telemetry antennas in the area.

N-174 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains its integrity, but it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0149

Other DHR ID#:

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

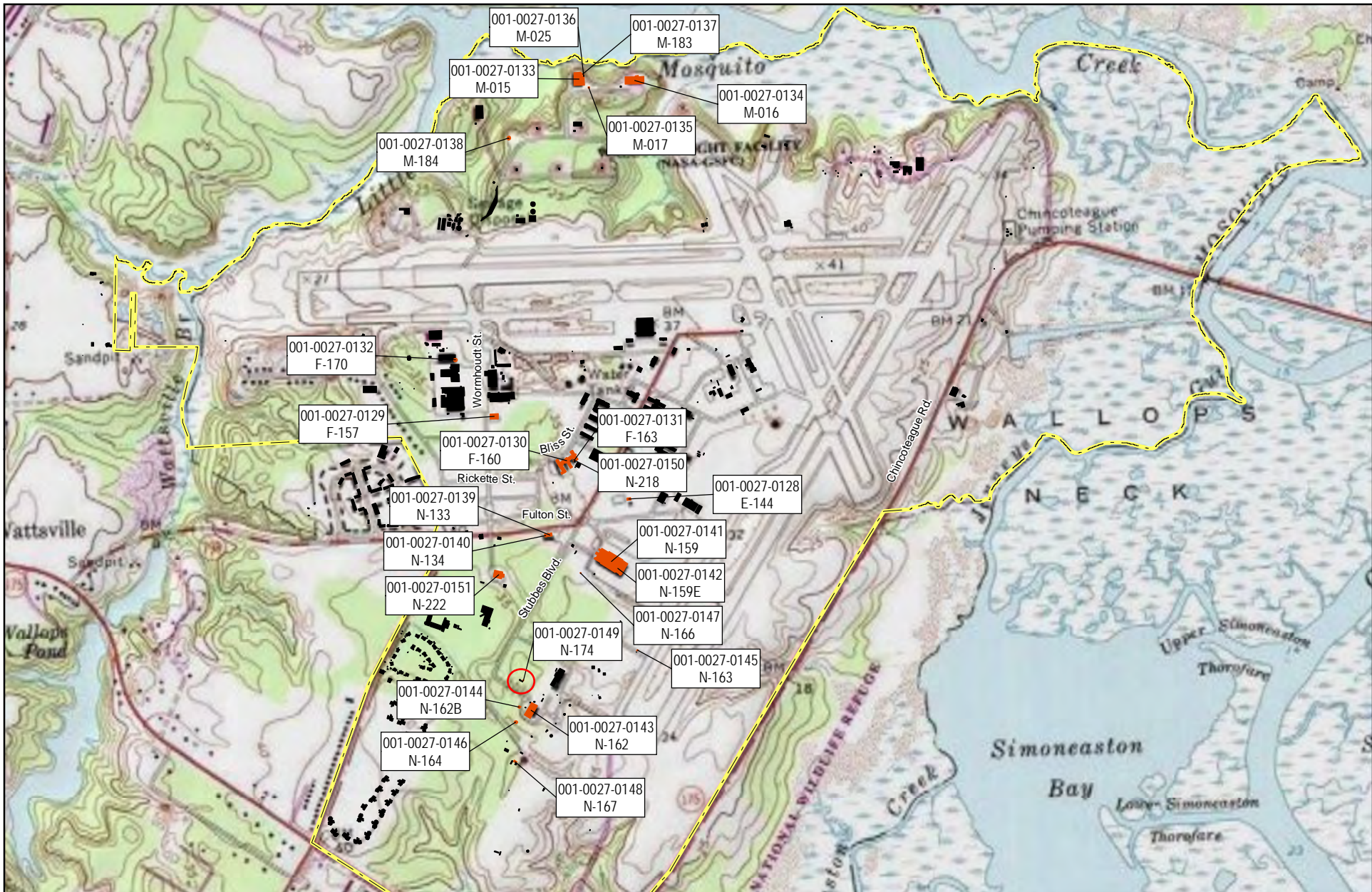
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City: Wallops Island

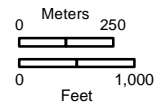
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

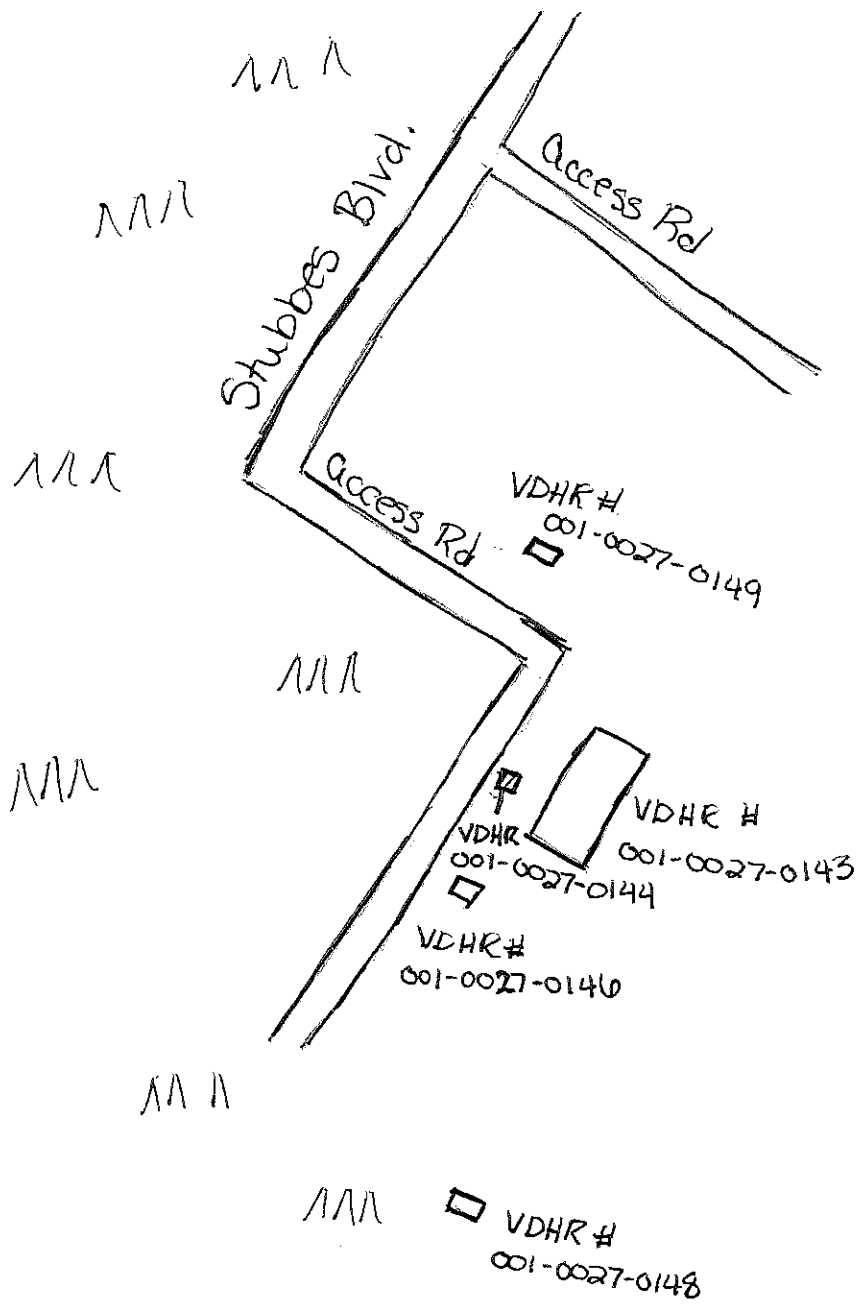
Relation to the Property: Owner of property



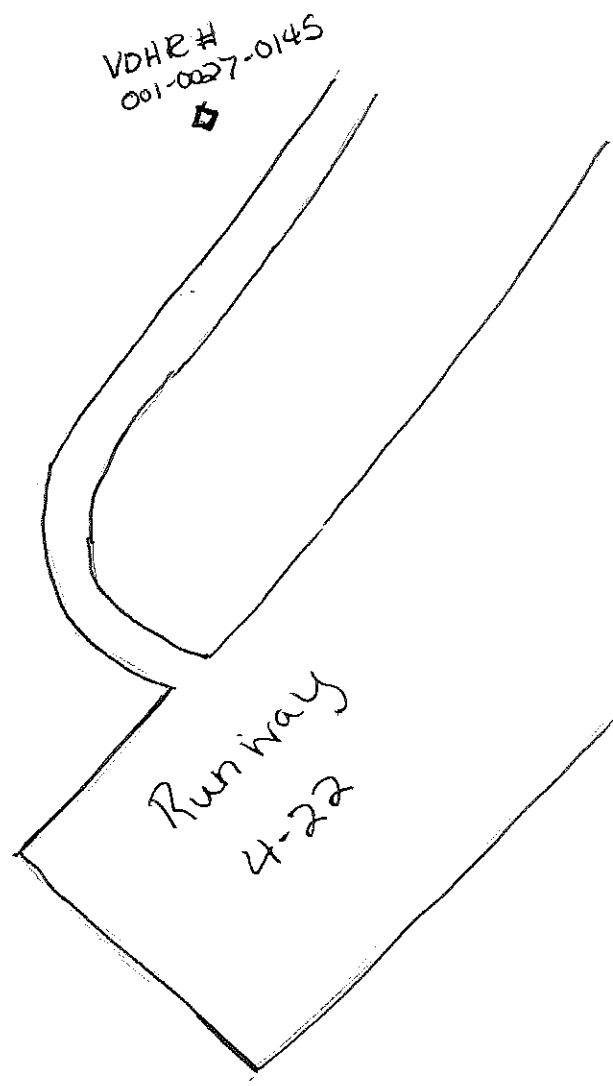
- NASA Property
- Surveyed Structures
- Buildings



Not To Scale



AAA - wooded area



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0150

Other DHR ID#:

Resource Information

Resource Name(s): N-218, Chemical Storage Building {Current}

Date of Construction: 1957

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Fulton Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	461306	4198864

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Chemical Storage Building is located on the northern half of the main base west of runway 4-28. It stands behind the Health/Quality Verification Lab/Environmental Building (F-160), at the south end of the east wing.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northeast elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, there are two small vents with metal covers in the top part of the wall. Four metal eye hooks are located on each corner of the roof.

N-218 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1957 and

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0150

Other DHR ID#:

1958. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: N-218 and the other four buildings (F-170, M-25, M-183, and M-184) on the main base of this same type represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as N-218 in 1957 and 1958.

Each of these five storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

N-218 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0150

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

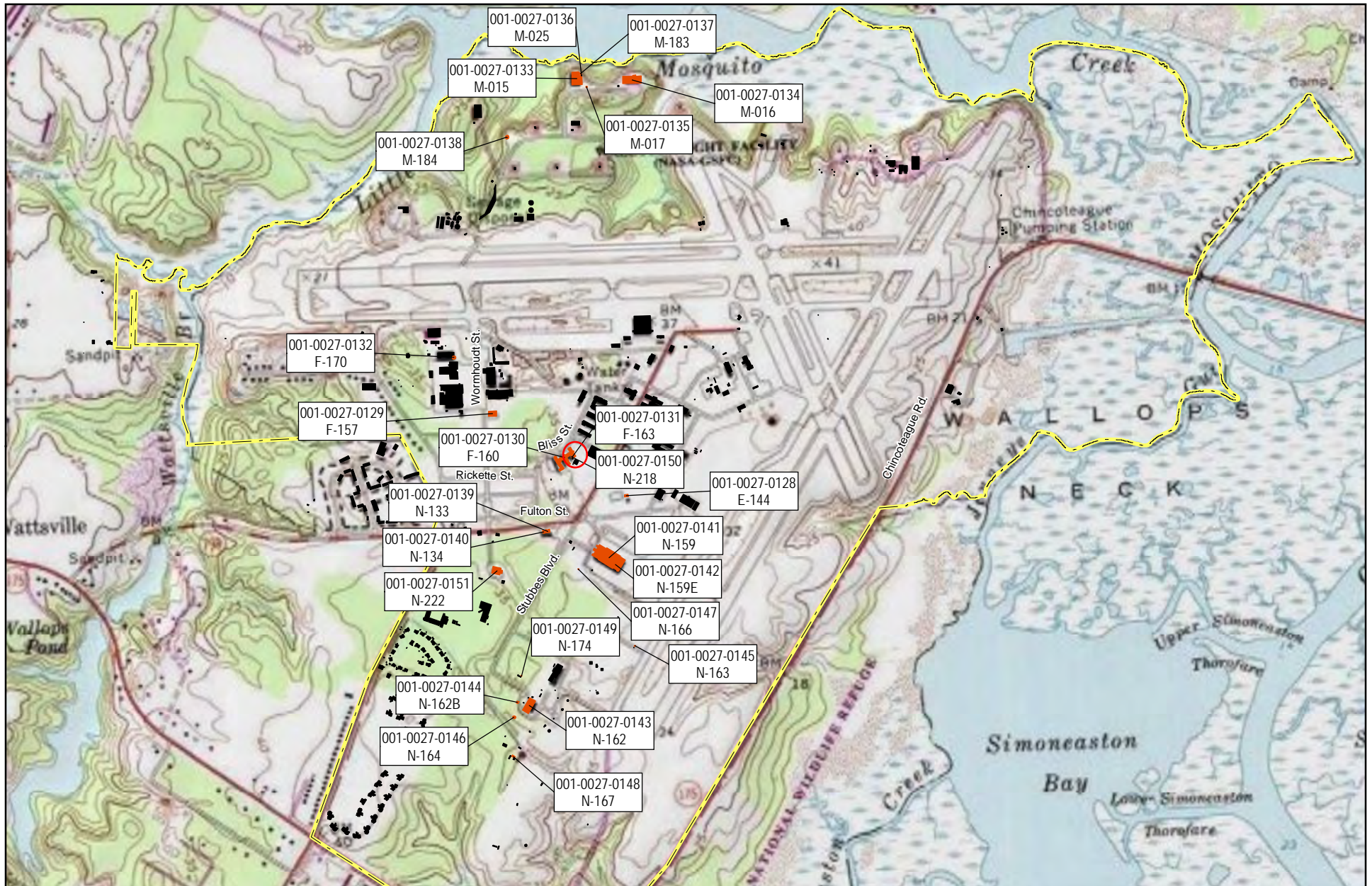
Lori Thursby and Kimberly Martin

Bridge Information

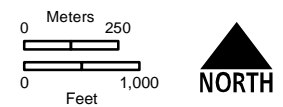
Cemetery Information

Ownership Information

<i>Name:</i>	Unknown Unknown			
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			



- NASA Property
- Surveyed Structures
- Buildings



NOT TO SCALE

↑
North

VDHR # 001-0027-0132



Wormhoudt Street

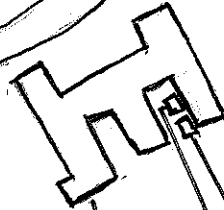
VDHR # 001-0027-0129



Bliss Street

Rickette

Street



VDHR # 001-0027-0150

VDHR # 001-0027-0131

VDHR # 001-0027-0130

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0151

Other DHR ID#:

Resource Information

Resource Name(s): N-222, Surplus Utilization and Disposal Building
{ Current}
N-222, General Storage Building {Historic}

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District: Commonwealth of Virginia

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Wormhoudt Street

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458079	4198467

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Surplus Utilization and Disposal Building is located on the southern half of the main base, at the south end of Wormhoudt Street. A gravel road leads from Wormhoudt Street to a graveled area around the building, except on the west side, which is paved with asphalt. There is a separate fenced area for vehicle storage and equipment on site. A concrete pad with wood stairs houses an oil tank, which is located at the southeast corner of the building.

Secondary Resource Summary:

January 2011: oil tank

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Storage	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This is a one-story, utilitarian, concrete block building with a barrel arched standing seam metal roof. It has a concrete

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0151

Other DHR ID#:

block lean-to on the north elevation and a six-bay wood framed porch supported by seven concrete block posts on the south elevation. The porch has exposed rafters and a standing seam metal shed roof. It shelters a hollow steel door in the second bay from the west end. A wood framed lean-to with a shed roof is a fixed to the east elevation. It is constructed of painted plywood or pressboard. The south elevation of the wood framed lean-to has a set of double wood doors.

The west elevation has a central overhead aluminum door and a single hollow steel door to the south. Two awning windows underneath fixed metal framed windows are located in the southwest corner. The east elevation has a set of double hollow steel doors on the southeast corner, next to the wood framed lean-to, and a single door on the northeast corner. The north elevation features four overhead steel doors, evenly spaced in the concrete block lean-to.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Windows	Windows - Awning	Metal	Windows - 1-light
Windows	Windows - Fixed	Metal	Windows - 1-light
Porch	Porch - 1-story, 6-bay	Wood	Porch - Posts
Roof		Metal	Roof - Standing Seam
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Wood	Structural System - Siding, Composition
Structural System	Structural System - Masonry	Concrete	Structural System - Block

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The Surplus Utilization and Storage Building represents a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected this building in 1957; it has been used for storage since its construction.

F-222 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on the main base was identified because of a lack of significance and integrity.

The building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. N-222 is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building has moderate historic integrity. It is in its historical location and the immediate setting of the building retains its historical character except for the addition of a small post-1965 shed to the southeast. The integrity of design has been diminished by the full-length lean-to addition on the rear and there has been a minor adverse effect to the materials of the building due to the replacement of an overhead door and the personnel doors. The building retains integrity of workmanship, feeling, and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0151

Other DHR ID#:

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

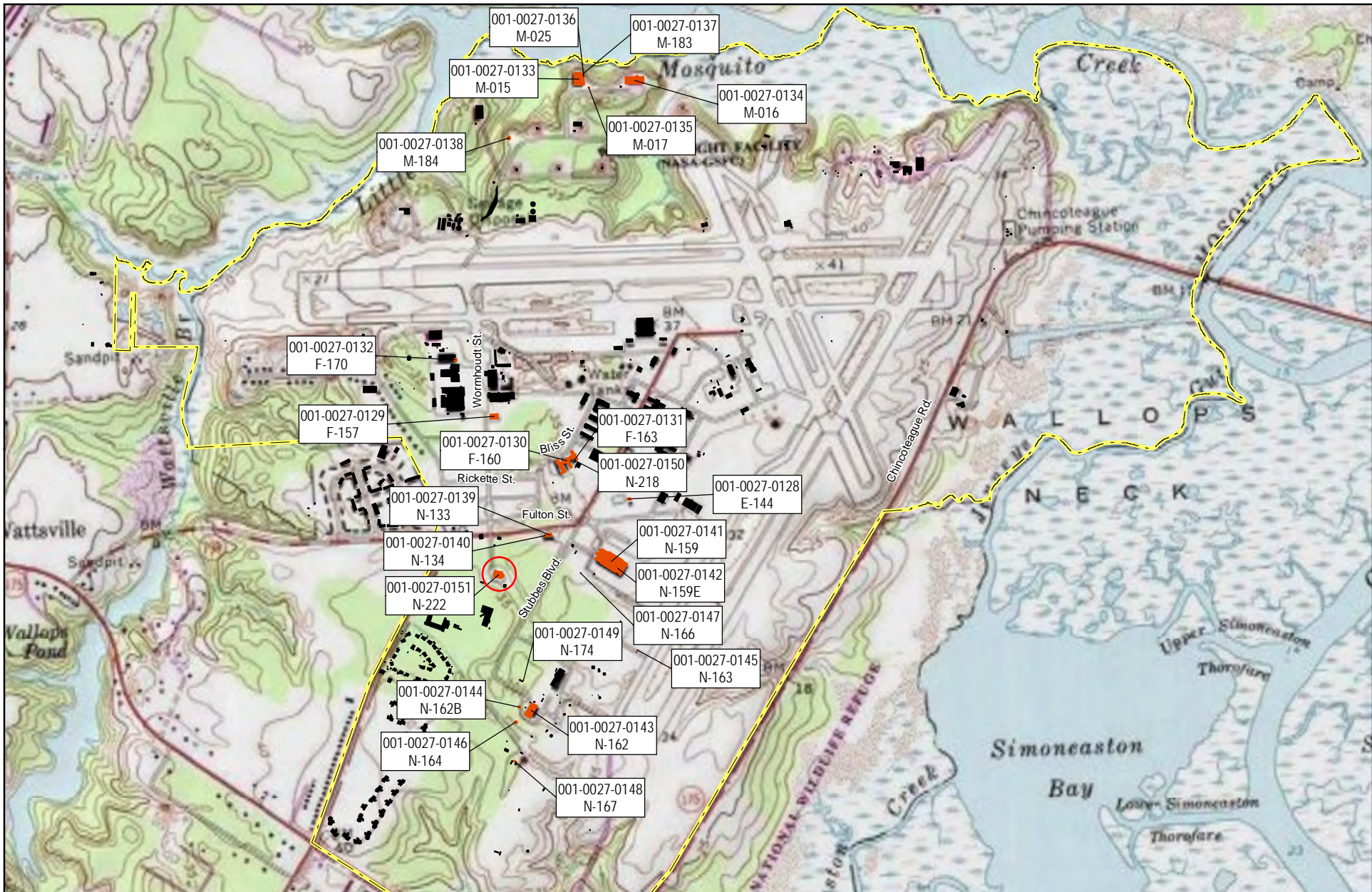
Lori Thursby and Kimberly Martin

Bridge Information

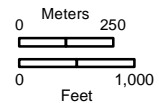
Cemetery Information

Ownership Information

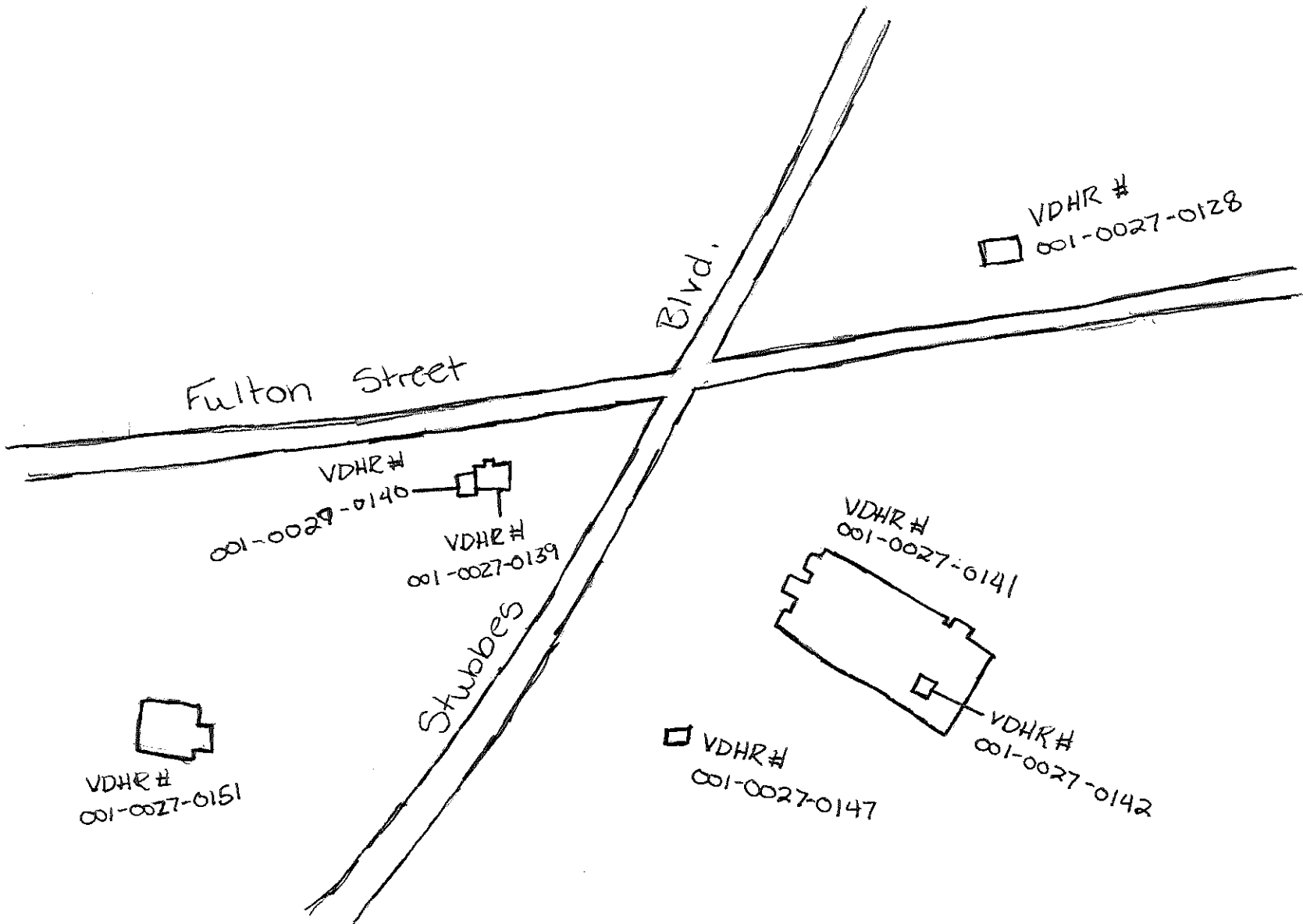
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



NOT TO Scale



Fulton Street

Stubbes Blvd.

VDHR #
001-0027-0128

VDHR #
001-0027-0140

VDHR #
001-0027-0139

VDHR #
001-0027-0147

VDHR #
001-0027-6141

VDHR #
001-0027-0142

VDHR #
001-0027-0151

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0152

Other DHR ID#:

Resource Information

Resource Name(s): I-004, Wallops Island Causeway and Cat Creek Bridge {Current}
Date of Construction: 1960
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Causeway Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	456900	4190887

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Wallops Island Causeway and Cat Creek Bridge links NASA facilities on Wallops Island with the mainland. The road runs northwest-southeast across an open and flat expanse of marshes. At the northwest end of the causeway, near the boundary of the NASA property on Wallops Mainland, is a gate house; a NASA security force controls access to the Wallops Island facility from the mainland.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Road/Road Trace	Non-Contributing
1	Bridge	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Bridge	<i>Primary Resource?</i>	No
<i>Date of Construction:</i>	1960 {Written Data}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Fair
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	Demolition

The Cat Creek Bridge is 1,320 ft long and consists of four prestressed precast concrete beams supported on 20 pairs of reinforced

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0152

Other DHR ID#:

concrete rigid piers founded on prestressed concrete piles. The piers themselves comprise prestressed hollow cylindrical piles (WFF 2011). The reinforced concrete bridge deck carries two, 10 ft wide, concrete-paved traffic lanes with aluminum guardrails. The abutments are also reinforced concrete. Runoff from the bridge is conveyed by two channels below each abutment; the channels under the southeast abutment are paved in concrete and those under the northwest abutment are lined by two rows of hardened sand bags. The embankment along Cat Creek below the southeast abutment is also lined with hardened sand bags. The bridge was constructed with a 6 percent grade in order to provide a 40 ft minimum clearance from mean high tide level to the bottom of the bridge deck (WFF 2011). The 6 percent profile extends from sloped fill approaches on both ends of the bridge. Conduits carrying various utility lines are attached to both sides of the bridge and on top of the concrete curb next to the Mainland-bound traffic lane. In the area between the center two pairs of bridge piers, wood piers and galvanized metal sheathing were installed in 1999 to protect the bridge piles adjacent to the intracoastal waterway passage.

Because of traffic loads and environmental exposure, the bridge has received numerous resurfacing and repairs over time. Major repairs to the bridge have occurred in 1988 and 1993. The work in 1988 included repairing detached and spalled concrete surfaces on bridge piers, beams, and diaphragms; repairing spalled and delaminated areas of bridge deck; sealing bridge deck joints; strengthening the beams of two of the spans; and restoring lost beam prestress force by post-tensioning methods. In 1993, piers, abutments, curbs, parapets, and broken railings were repaired; the bridge beams were coated with epoxy; and the guard rails at the bridge approaches were upgraded to meet current safety standards (WFF 2011). Most recently, in late 2009 and early 2010, joints on the bridge deck were reconstructed and other patchwork was completed. Additional maintenance projects are planned to be undertaken in the coming years. The bridge may be replaced within the next decade.

Individual Resource Detail Information

<i>Resource Type:</i>	Road/Road Trace	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Wallops Island Causeway is 2.25 miles long and 20 ft wide. The two-lane road (there are no shoulders) was built on fill and originally paved with asphalt cement. Before its intersection with North Seawall Road on Wallops Island, the road splits and curves in two directions to provide a continuous turn to and from North Seawall Road; this feature is original to the design of the causeway (WFF 2011).

Because of traffic loads and environmental exposure, the causeway has been resurfaced and repaired over time. Total resurfacing of the causeway was completed in 1967 and 1983 (WFF 2011). Additional maintenance projects are planned to be undertaken in the coming years.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Asphalt	
Foundation	Foundation - Slab	Earth	
Structural System	Structural System - Masonry	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: The causeway and bridge represent a Transportation resource type built towards the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. These structures are one of several dozens of buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion of Wallops Station also included acquisition of 216.6 acres on the mainland, plus 1,031.4 acres of marsh between the mainland and island, in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NACA, the predecessor to NASA, had wanted to have a causeway between the mainland and Wallops Island since it had established a

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0152

Other DHR ID#:

testing site on the island in 1945. NACA had even chosen a route for a causeway. Without a road between the island and mainland, construction costs on Wallops Island were higher because of the island's isolation and transportation difficulties (Shortall 1978). One of NASA's priorities for the expansion of Wallops Station was construction of a causeway to the mainland. NASA contracted the Baltimore, Maryland, architecture-engineering firm of J. E. Greiner Company to design the causeway and bridge and Tidewater Construction Company from Norfolk, Virginia, to build them (WFF 2011). The causeway route followed an existing power line across the marsh, which was the same route that was selected in 1945 (Shortall 1978). When completed, the causeway and bridge not only provided vehicular access to Wallops Island, but also carried the water and electrical lines serving the island facilities (Goddard News 1988). Construction of both structures began on January 2, 1959 and was completed on April 2, 1960. The cost of the project was just under \$1.48 million (WFF 2011).

I-004 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Wallops Island Causeway and Cat Creek Bridge are recommended not individually eligible for listing on the NRHP because they lack of significance. Under Criterion A the structures were important for facilitating the physical development of Wallops Island, but the resources built here were not part of major NASA research and development programs. Wallops continued to be a service center in support of the NASA organization. The causeway and bridge are not associated with the life of a person significant in our past; therefore, they are recommended not eligible under Criterion B. The structures retain their integrity overall; however, they are recommended not eligible under C because they are not early or unique examples of a type, period, or method of construction for a road or bridge. Precast prestressed concrete beam bridges like the Cat Creek Bridge are ubiquitous after the mid-1950s. I-004 is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortall

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0152

Other DHR ID#:

and Technical Information Office.

Reference #: 3

Bibliographic RecordType: Newsletter

Author: Goddard News

DHR CRM Report Number:

Notes:

1988 Wallops Island Causeway Bridge. Newsletter of NASA's Goddard Space Flight Center. May.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

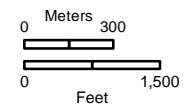
Cemetery Information

Ownership Information

<i>Name:</i>	Unknown	Unknown		
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale

↑
North

Wallops
Mainland

Causeway Road

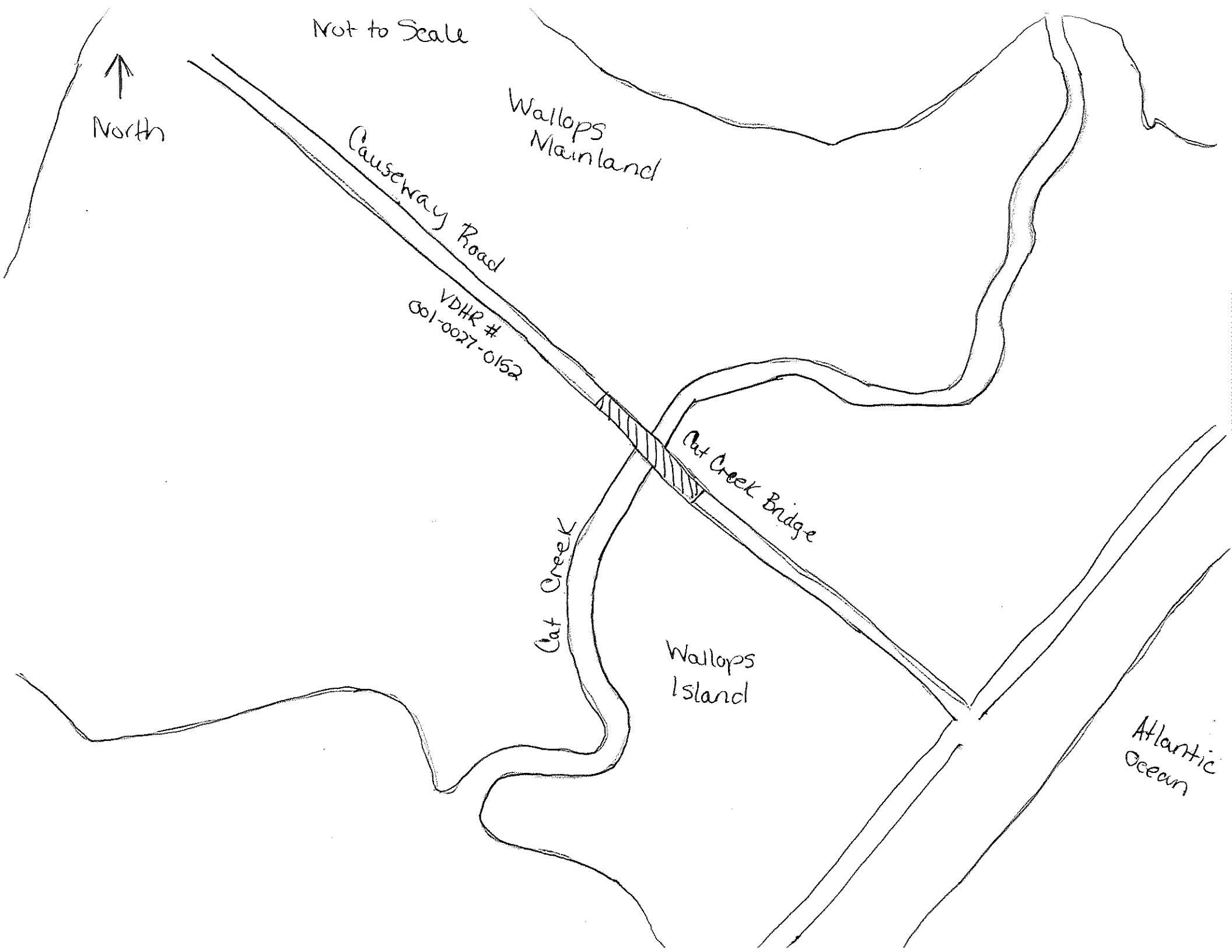
VDHR #
001-0027-0152

Cat Creek Bridge

Cat Creek

Wallops
Island

Atlantic
Ocean



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0153

Other DHR ID#:

Resource Information

Resource Name(s): U-005, Mainland Terminal Building {Current}

Date of Construction: 1961

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	456892	4189508

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

Resource has not been evaluated.*

This Resource is associated with the Wallops Flight Facility

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Mainland Terminal Building is located on Wallops Mainland at the east corner of Causeway and Mainland Roads. The area is flat and open. The AN/FRQ 6 Collimation Beacon and Tower (U-060) is visible to the northeast

Secondary Resource Summary:

January 2011: AN/FRQ-6 Collimation Beacon and Tower (u-60)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Communications Facility	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Mainland Terminal Building is a simple, one-story concrete block building with a reinforced concrete slab foundation and a flat roof deck and metal fascia. A wood handrail runs the perimeter of the roof. A metal staircase with metal tube railing on the north elevation provides access to the roof. The only entrance is a set of steel double doors with view windows on the west elevation. A concrete ramp is in front of the doors. There are no other openings in the building.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0153

Other DHR ID#:

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). NASA constructed this building in 1960; it has been used as the mainland terminal facility since its construction.

The Mainland Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Mainland Terminal Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0153

Other DHR ID#:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

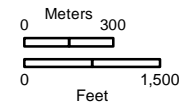
Cemetery Information

Ownership Information

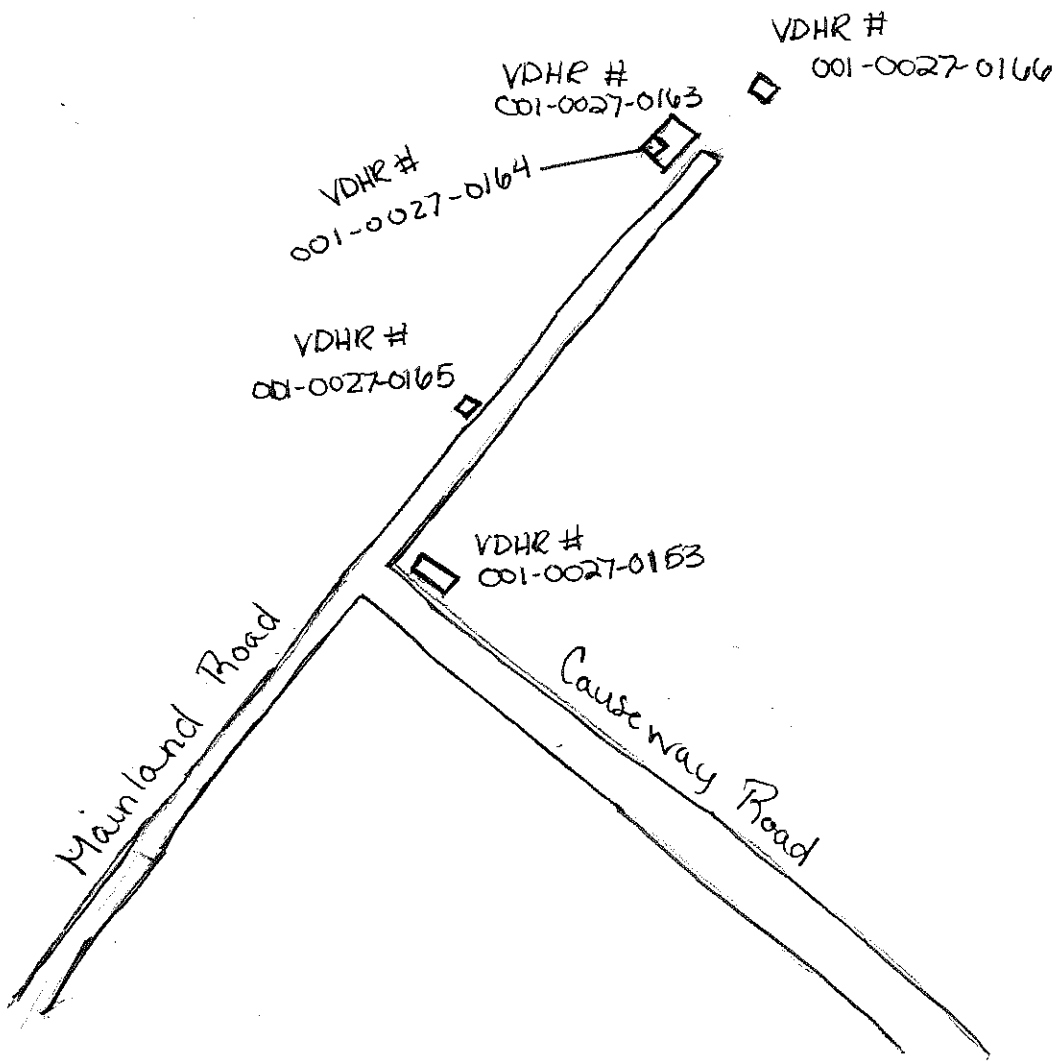
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



To to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0154

Other DHR ID#:

Resource Information

Resource Name(s): U-20A, Radar Antenna Pedestal Tower "B"
{Current}
Date of Construction: 1959
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455006	4190001

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: Radar Antenna Pedestal Tower "B" is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The tower stands in the second cluster of buildings and structures at the end of Mainland Road. The Electric Power Control Building (U-20B) is connected to the antenna with cables.

Secondary Resource Summary:

January 2011: Electrical Power Control Building (U-20B)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1959 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Radar Antenna Pedestal Tower "B" is one of three developed by NASA in partnership with MIT's Lincoln Laboratory, an early departure from Department of Defense contracts (Wallace 1997). The other two are the Radar Pedestal Tower

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0154

Other DHR ID#:

“A” (U-25A) and the Spandar Radar Pedestal Tower (U-30A). U-20A consists of a reinforced concrete cylinder, 35 ft, 6 inches in height and 12 ft in diameter, and the antenna arm. A photograph taken in 1980 shows a large dish-shaped antenna attached to arm, about 50 ft in diameter, and two circular platforms around the top and middle of the cylinder (WFF 2011). These platforms have since been removed and a parabolic dish antenna was removed from the pedestal on January 4, 2011. A square steel platform was erected in 1992 at the top of the pedestal and is supported by four steel posts bolted to concrete footings and framing built of steel angles. The platform has a metal tube railing. A landing is about midway up the northeast elevation of the platform tower. A metal staircase extends to the platform on the northwest and northeast elevations.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Steel	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a Department of Defense antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). Both radars and associated pedestal towers were installed in 1959.

U-20A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Radar Antenna Pedestal Tower “B” is not individually eligible for listing on the NRHP because it lacks significance and integrity. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The integrity of the tower has been adversely affected by alterations that have been completed within the past 20 years. The structure is in its historical location. The setting has been changed somewhat by the removal of a hemispherical dome structure that once stood adjacent to the tower and the addition of a post-1965 building next to it. The design and materials of the tower have been diminished by the removal of the parabolic dish antenna and circular metal platforms around the pedestal, and the addition of steel framework around the entire concrete pedestal. Although the workmanship and association remain relatively intact, the integrity of feeling has been compromised by the alterations and changes in setting

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0154

Other DHR ID#:

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

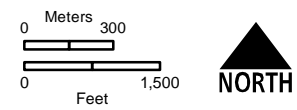
Cemetery Information

Ownership Information

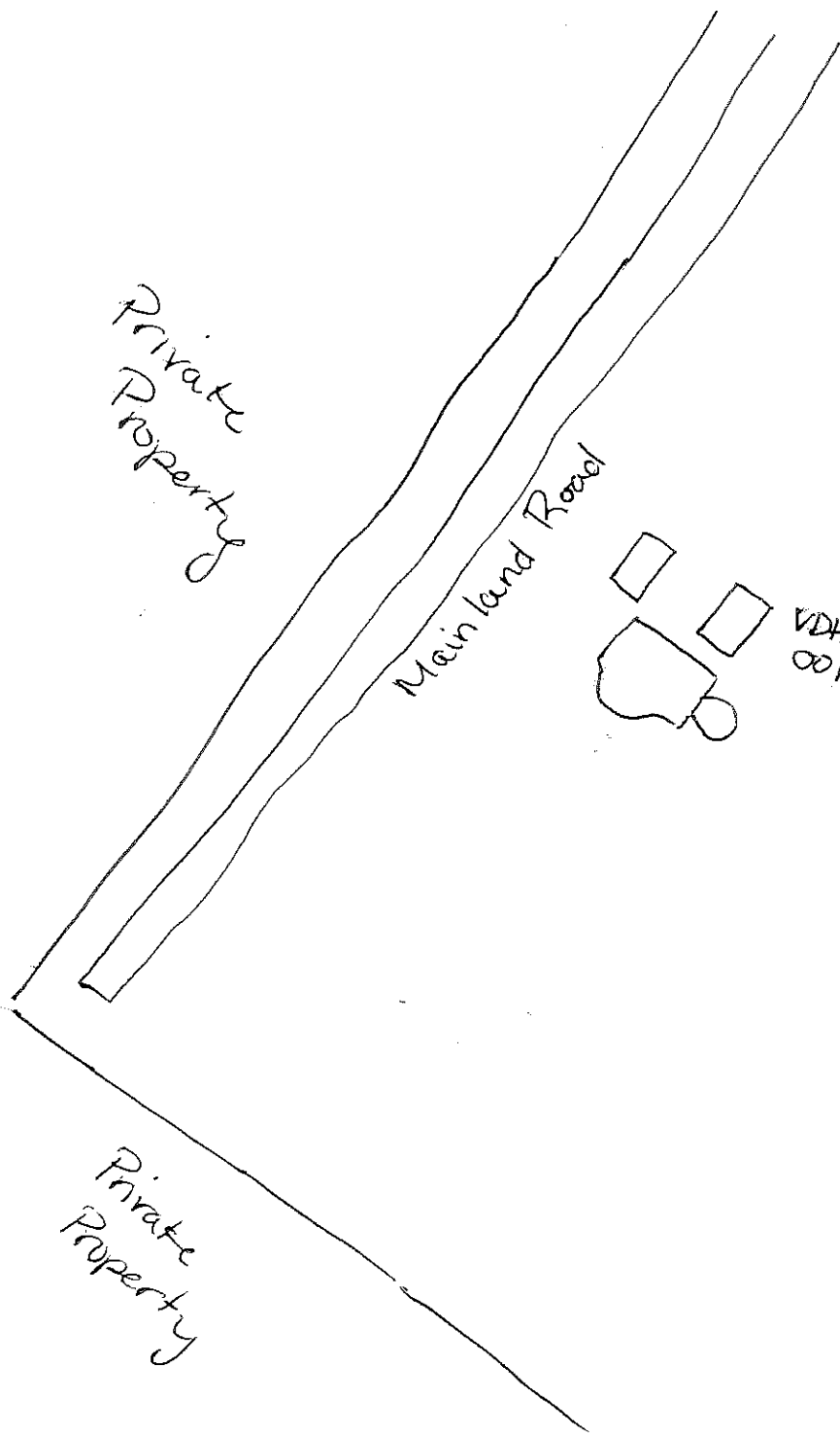
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



VDHR #
001-0027-0154



VDHR #
001-0027-0155

VDHR #
001-0027-0159

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0155

Other DHR ID#:

Resource Information

Resource Name(s): U-20B, Electrical Power Control Building
{Current}
Date of Construction: 1959
Local Historic District :

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455009	4190004

UTM Center coordinates :
UTM Data Restricted?. No

National Register Eligibility Status

Resource has not been evaluated.*

This Resource is associated with the Wallops Flight Facility

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Electric Power Control Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The building resides in the second cluster of buildings and structures at the end of Mainland Road. Radar Antenna Pedestal Tower "B" (U-20A) is connected to the building.

Secondary Resource Summary:

January 2011: Radar Antenna Pedestal Tower "B"

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Power Plant	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Power Plant	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1959 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Electric Power Control Building is a small, rectangular, wood framed building on a concrete slab. The sides are sheathed in painted composition board with wood corner boards and fascia. The roof is flat with corrugated metal decking. The

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0155

Other DHR ID#:

only opening is a set of double hollow steel doors in the southwest elevation. There are six metal conduits on the southeast, two of which connect the building to antenna U-20A.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	Aluminum	
Structural System	Structural System - Frame	Wood	Structural System - Siding, Composition

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars. The Electrical Power Control Building is associated with U-20A, one of the two large, long-range radars (U-25A is the other) that MIT’s Lincoln Laboratory installed in 1959 to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). U-20B was built in 1959.

U-20B has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Electrical Power Control Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0155

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

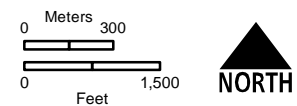
Cemetery Information

Ownership Information

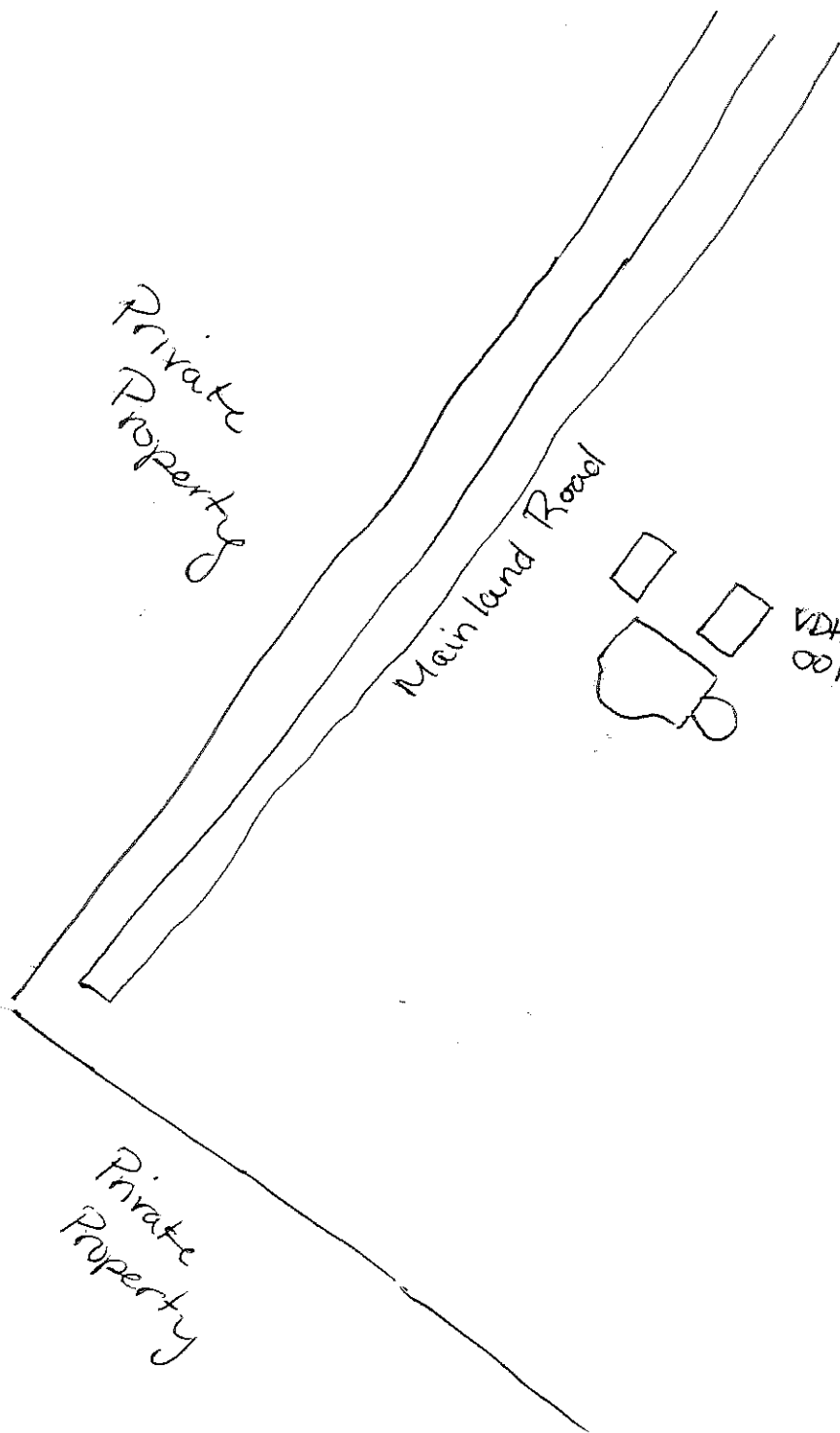
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



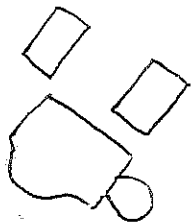
Not to Scale



VDHR #
001-0027-0154



VDHR #
001-0027-0155



VDHR #
001-0027-0159

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0156

Other DHR ID#:

Resource Information

Resource Name(s): U-25, Radar Operations Building {Current}

Date of Construction: 1959

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	454932	4189942

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Radar Operations Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near it. A one lane asphalt-paved road (Mainland Road) provides access to the building, which is surrounded by an asphalt-paved parking area. The building is connected to the Radar Antenna Pedestal Tower "A" (U-25A) by a metal track, which carries cables.

Secondary Resource Summary:

January 2011: Radar Antenna Pedestal Tower "A" (U-25A)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1959 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Radar Operations Building is a one-story, prefabricated metal building with a side gable corrugated metal roof

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0156

Other DHR ID#:

and concrete slab foundation. The sides are sheathed in ribbed metal siding, which was installed in 1987 (WFF 2011). There are shed roofed lean-to additions on the southeast and southwest elevations.

The southwest elevation has a single door entry southeast of the lean-to with a single and pair of one-over-one double-hung wood-sash windows. There are no openings southwest of the lean-to. The northeast elevation has central double doors with view windows and a concrete ramp. It has a slightly off-center single hollow steel door flanked by four one-over-one double-hung wood-sash windows. The lower sashes have screens. An overhead metal door and single hollow steel door are located on the east end. The building's original windows and doors were replaced in 1987 (WFF 2011).

The southeast lean-to has a single hollow steel door leading into a hallway and entry. The lean-to was added in 2001 (WFF 2011). Two fixed windows are on either side of the lean-to. Two one-over-one double-hung wood-sash windows flank the lean-to. The southwest lean-to, which was added in 1966 (WFF 2011), has a half-glazed single door on its northwest elevation and a fixed window on the southwest.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	Structural System - Siding
Windows	Windows - Sash, Double-Hung	Wood	Windows - 1/1
Roof	Roof - Gable, Side	Metal	Roof - Standing Seam

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars. The Radar Operations Building is associated with the two large, long-range radars (U-20A and U-25A) that MIT's Lincoln Laboratory installed in 1959 to use for a DOD antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). U-25 was built in 1959.

U-25 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Multiple alterations to U-20B have compromised the integrity of the building. The building is in its historical location. Few changes have occurred to the surrounding environment, so U-20B retains integrity of setting. The building lacks integrity of design, materials, and workmanship because of multiple alterations to historical features and materials, including the installation of new exterior siding, the removal and replacement of all windows and doors, and the recent construction of an addition on the southeast elevation. These changes have also impacted the integrity of feeling of the building; however, integrity of association is intact.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0156

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

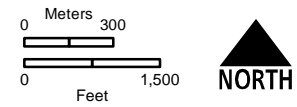
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



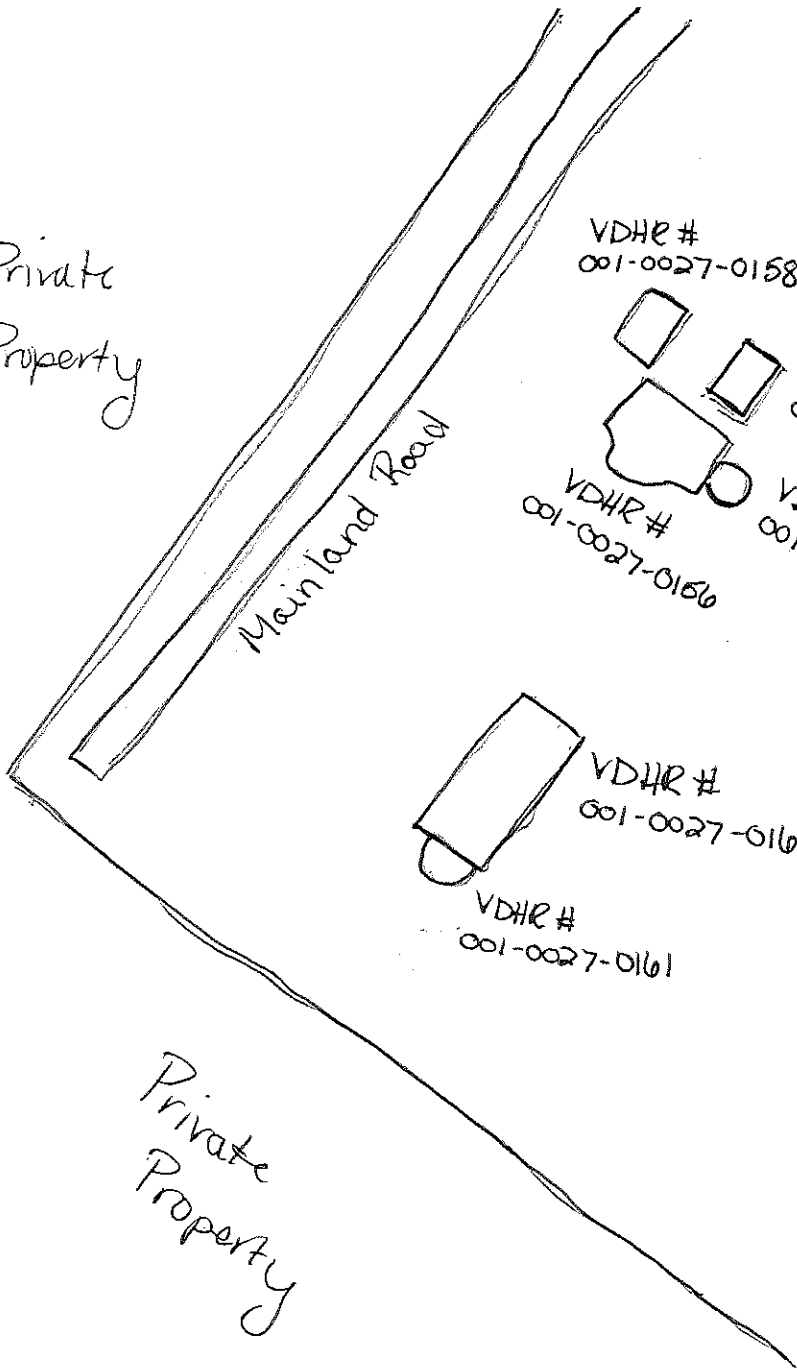
- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property



VDHR #
001-0027-0158

VDHR #
001-0027-0159

VDHR #
001-0027-0156

VDHR #
001-0027-0157

VDHR #
001-0027-0160

VDHR #
001-0027-0161

Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0157

Other DHR ID#:

Resource Information

Resource Name(s): U-25A, Radar Antenna Pedestal Tower "A"
{Current}
Date of Construction: 1959
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	454944	4189927

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Radar Antenna Pedestal Tower "A" is located on Wallops Mainland, on Mainland Road south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near the tower, which is surrounded by an asphalt-paved parking area. A raised metal track, carrying cables, connects it to the Radar Operations Building (U-25).

Secondary Resource Summary:

January 2011: Radar Operations Building (U-25)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1959 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Radar Antenna Pedestal Tower "A" is one of three developed in by NASA partnership with MIT's Lincoln Laboratory, an early departure from Department of Defense contracts (Best et al. 1997). The other two are the Radar Pedestal Tower

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0157

Other DHR ID#:

“B” (U-20A) and the Spandar Radar Pedestal Tower (U-30A). It consists of a pedestal, 35 ft 6 inches in height and 12 ft in diameter, and the antenna itself. The entire structure rests on a concrete pylon about 12 ft in diameter. The antenna is a parabolic dish about 50 ft in diameter. It is framed with metal bars and cross bars and has a solid metal center. A pyramid of metal bars rests atop the center. The antenna is attached to the pedestal with a mechanical arm that allows it to change position. The pedestal is a reinforced concrete cylinder with two metal framed catwalks with metal handrails. One catwalk runs along the perimeter of the cylinder about half way up, the other extends along the top of the northeast elevation. A metal ladder with a steel cage around it provides access to both platforms. There is one point of entry to the pedestal, through a single half-glazed door on the southwest elevation

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Piers w/ infill	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Porch	Porch - Deck	Metal	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the Mainland in 1959. NASA designated the southern portion of the Mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a Department of Defense antimissile program (the D58 Trailblazer reentry project) (Shortal 1978). Both radars and associated pedestal towers were installed in 1959. U-25A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Radar Antenna Pedestal Tower “A” is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower retains integrity, however, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0157

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

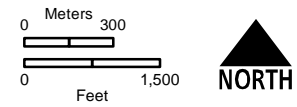
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



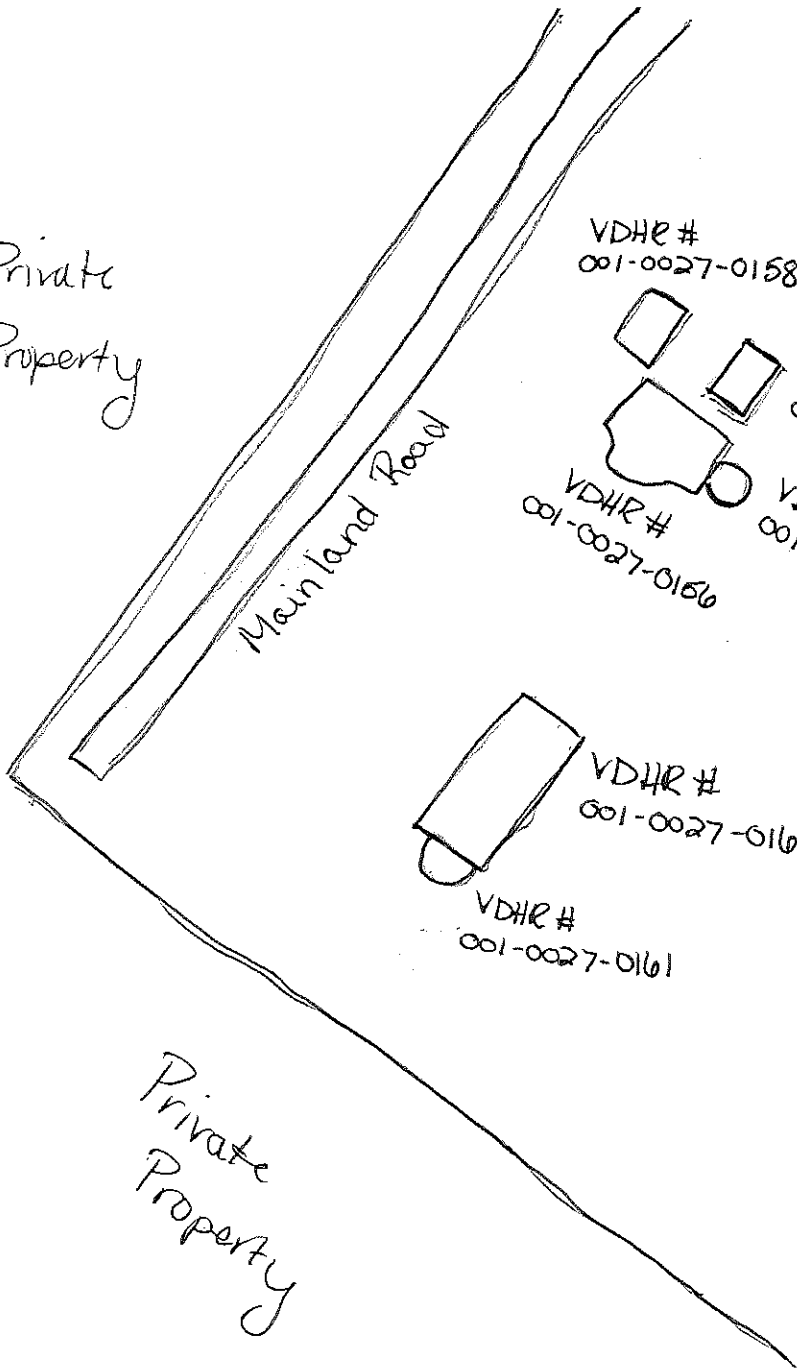
- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property



Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0158

Other DHR ID#:

Resource Information

Resource Name(s): U-26, Projects Maintenance Shop {Current}

Date of Construction: 1961

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	454930	4189977

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Projects Maintenance Shop is located on Wallops Mainland, on Mainland Road south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. There are three clusters of buildings and structures near it.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Workshop</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Projects Maintenance Shop is a simple, one-story rectangular building with a metal barrel arched roof and a concrete foundation. Three courses of concrete block meet corrugated metal siding on the northwest and southeast elevations. The northeast and southwest elevations are faced with plywood and wood battens. The southwest elevation contains the only entrance, a replacement overhead door with two lights. This is flanked by two six-over-six double-hung wood-sash windows. An

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0158

Other DHR ID#:

entrance in the northeast elevation has been covered with plywood.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2, Horizontal
Roof		Metal	Roof - Corrugated
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	Structural System - Corrugated
Structural System	Structural System - Frame	Wood	Structural System - Siding, Composition

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building is an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars (Shortal 1978). U-26 was constructed in 1960.

U-26 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Projects Maintenance Shop is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0158

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

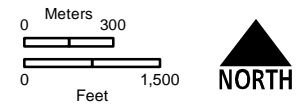
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



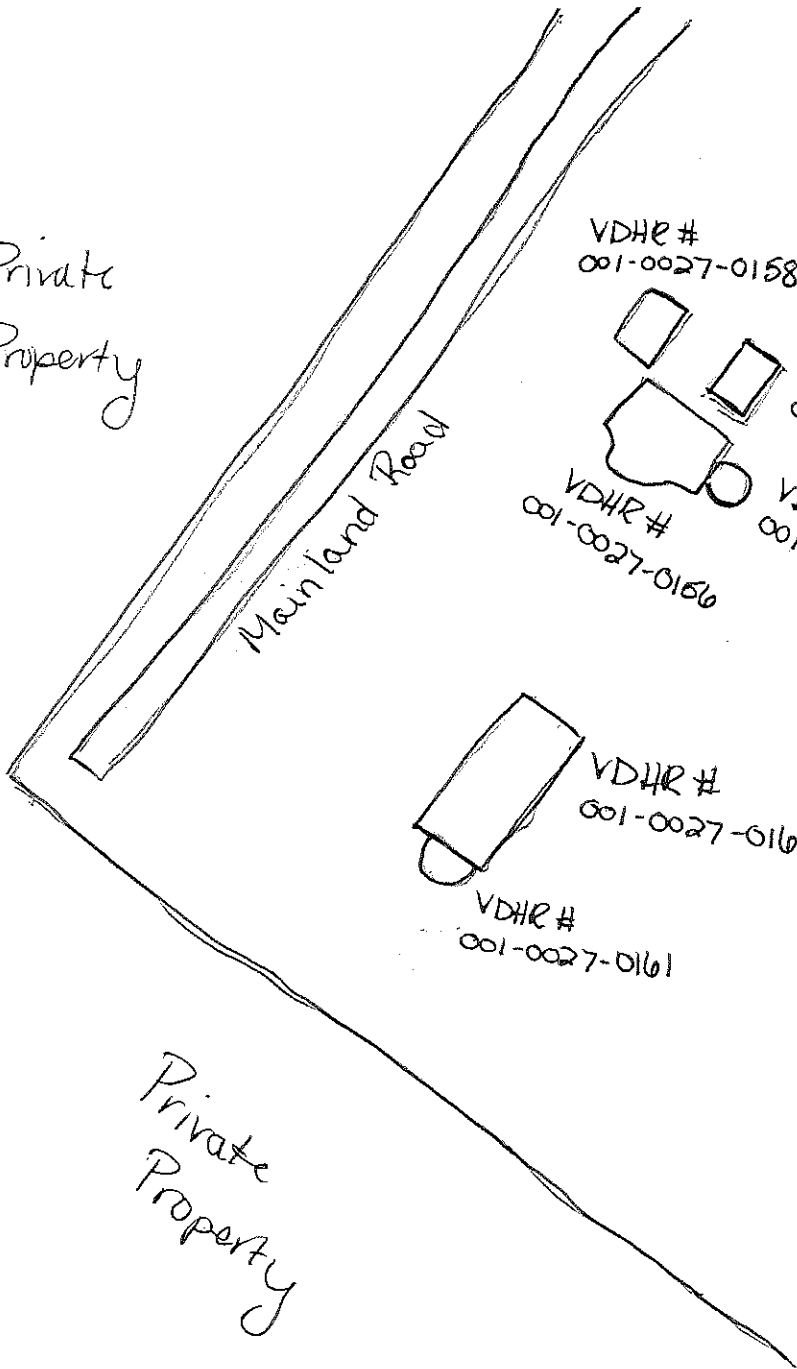
- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property



Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0159

Other DHR ID#:

Resource Information

Resource Name(s): U-27, Spare Parts Storage Building {Current}

Date of Construction: 1960

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455118	4190349

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Spare Parts Storage Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east, with tall grass surrounding it, and an agricultural field is to the west of the NASA property. A one lane asphalt-paved road (Mainland Road) provides access to the building. There are three clusters of buildings and structures near it.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Quonset Hut	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Quonset Hut</u>	<u>Primary Resource?</u>	<u>Yes</u>
<u>Date of Construction:</u>	1960 {Owner}	<u>Accessed?</u>	No Not accessible
<u>Architectural Style:</u>	No Discernable Style	<u>Number of Stories:</u>	1.0
<u>Form:</u>		<u>Condition:</u>	Good
<u>Interior Plan Type:</u>		<u>Threats to Resource:</u>	None

The Spare Parts Storage Building is a simple, one-story wood frame Quonset hut. The barrel arched roof, which is clad in corrugated metal, meets the concrete slab foundation. The southwest and northeast ends are sheathed in plywood with battens. The only entrance is a replacement aluminum overhead door with two lights on the southwest elevation. The overhead door is flanked by two, two-over-two double-hung wood-sash windows. The northeast elevation has two windows of the same type flanking an

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0159

Other DHR ID#:

entryway that has been covered by plywood.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Wood	Structural System - Siding
Windows	Windows - Sash, Double-Hung	Wood	Windows - 2/2
Roof		Metal	Roof - Corrugated
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Storage resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars (Shortal 1978). U-27 was constructed in 1961.

U-27 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Spare Parts Storage Building is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple, utilitarian design and construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. Quonset huts were routinely used for storage and ubiquitous to federal installations, particularly DOD installations, during and after World War II. U-27 is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0159

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

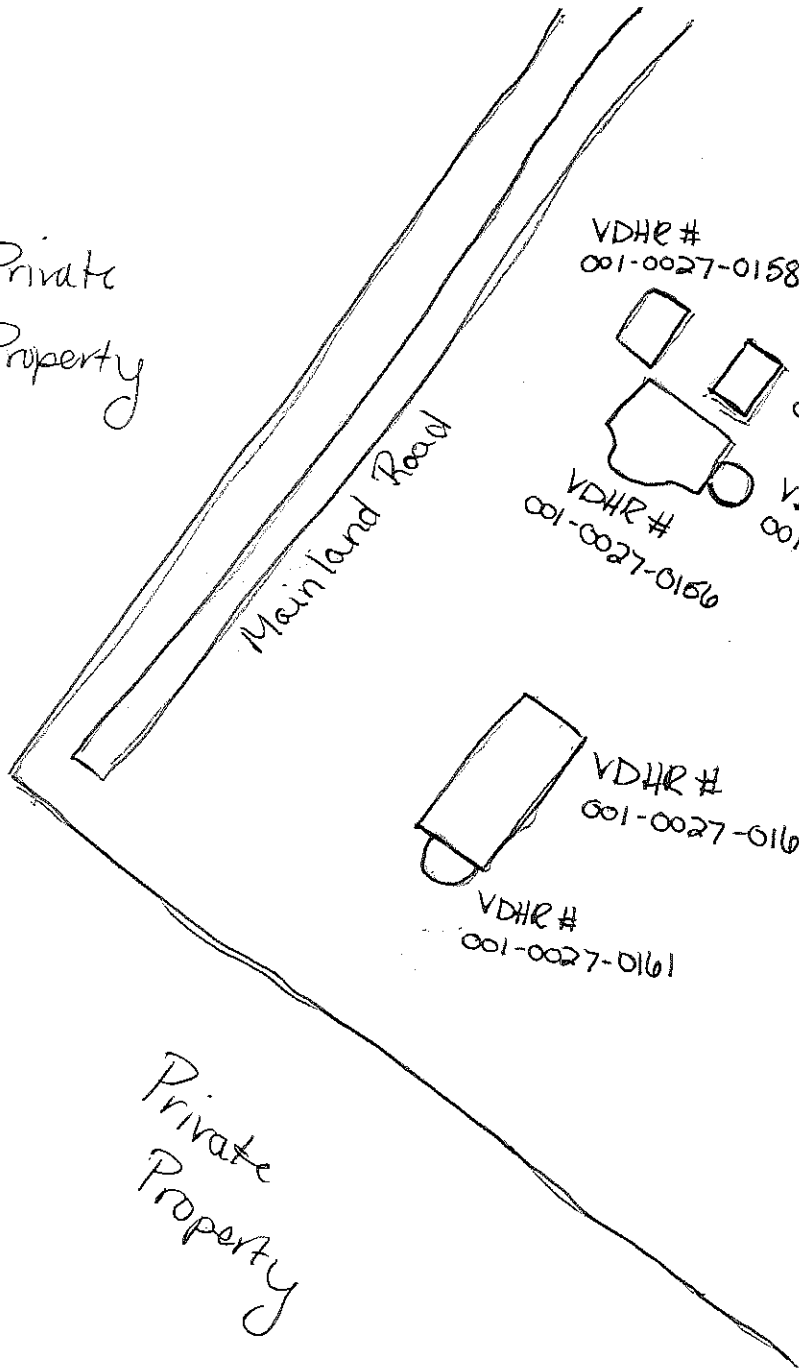
Ownership Information

<i>Name:</i>	Unknown Unknown			
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			

Not to Scale



Private
Property



VDHR #
001-0027-0158

VDHR #
001-0027-0159

VDHR #
001-0027-0156

VDHR #
001-0027-0157

VDHR #
001-0027-0160

VDHR #
001-0027-0161

Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0160

Other DHR ID#:

Resource Information

Resource Name(s): U-30, Spandar Radar Operations Building
{Current}
Date of Construction: 1960
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	454876	4189842

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Spandar Radar Operations Building is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The building resides in the last cluster of buildings and structures at the southwest end of Mainland Road. The Spandar Radar Pedestal Tower (U-30A) and an oil tank (U-30B) are located on the southwest and northeast sides of the building, respectively.

Secondary Resource Summary:

January 2011: U-30B-oil tank, Spandar Radar Pedestal Tower (u-30A)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Spandar Radar Operations Building is a prefabricated metal building with ribbed metal siding and a side gable

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0160

Other DHR ID#:

roof. The siding was installed in 1987 to replace the original transite asbestos board sheathing (WFF 2011). An addition was completed on the southwest side of the building in 1987 (WFF 2011). It is a prefabricated metal building, approximately 2 ft shorter in height than the original building. The addition has a side gable, ribbed metal roof. The main entrance is a glass and aluminum vestibule with a flat roof and single glazed door, located on the north end of the original building's northwest elevation. The vestibule was added in 2001 (WFF 2011). A concrete ramp with metal tube handrails leads to the door. Two one-over-one double-hung aluminum-sash windows, one set of double doors with view windows, and two louvered windows complete the northwest elevation of the original building. All the original windows and doors were replaced in 1987 (WFF 2011). The addition has two sets of double doors, one with view windows, and a one-over-one double-hung aluminum-sash window. The southwest elevation has two louvers in the gable, as well as a round metal vent, and a set of double doors in the west corner. A small hyphen with a shed roof and single metal door with a view window connects U-30 to U-30A. The southeast elevation consists of five one-over-one double-hung aluminum-sash windows and two sets of double metal doors with view windows. Two windows are evenly spaced in the addition, two are centered between the sets of double doors, and one is located on the south end. The northeast elevation has two louvers in the gable; one is larger than the other.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Metal	Structural System - Siding
Roof	Roof - Gable, Side	Metal	Roof - Standing Seam
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Porch	Porch - 1-story	Aluminum	Porch - Enclosed
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Windows	Windows - Louvered/Jalousied	Aluminum	Windows - Louvered

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars. The Spandar Radar Operations Building is associated with the Spandar radar (U-30A), a long-range radar. NASA contracted MIT to develop this radar for NASA to use in satellite and reentry vehicle tracking (Shortal 1978). U-30 was built in 1960.

U-30 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Spandar Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

This building lacks integrity due to multiple alterations. The building is in its historical location. The setting has changed somewhat with the addition of a couple of small post-1965 buildings in the vicinity, but they have not adversely impacted the overall character of the surroundings. The building possesses no integrity of design, materials, and workmanship due to several substantive alterations, including removal and replacement of all original doors and windows, the reconfiguration of fenestration on the primary elevations, the replacement of the original exterior siding, and the construction of a large prefabricated metal addition on the north end of the building. These changes have also adversely impacted the integrity of feeling of the building; however, integrity of association is intact.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0160

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

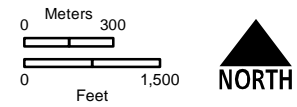
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



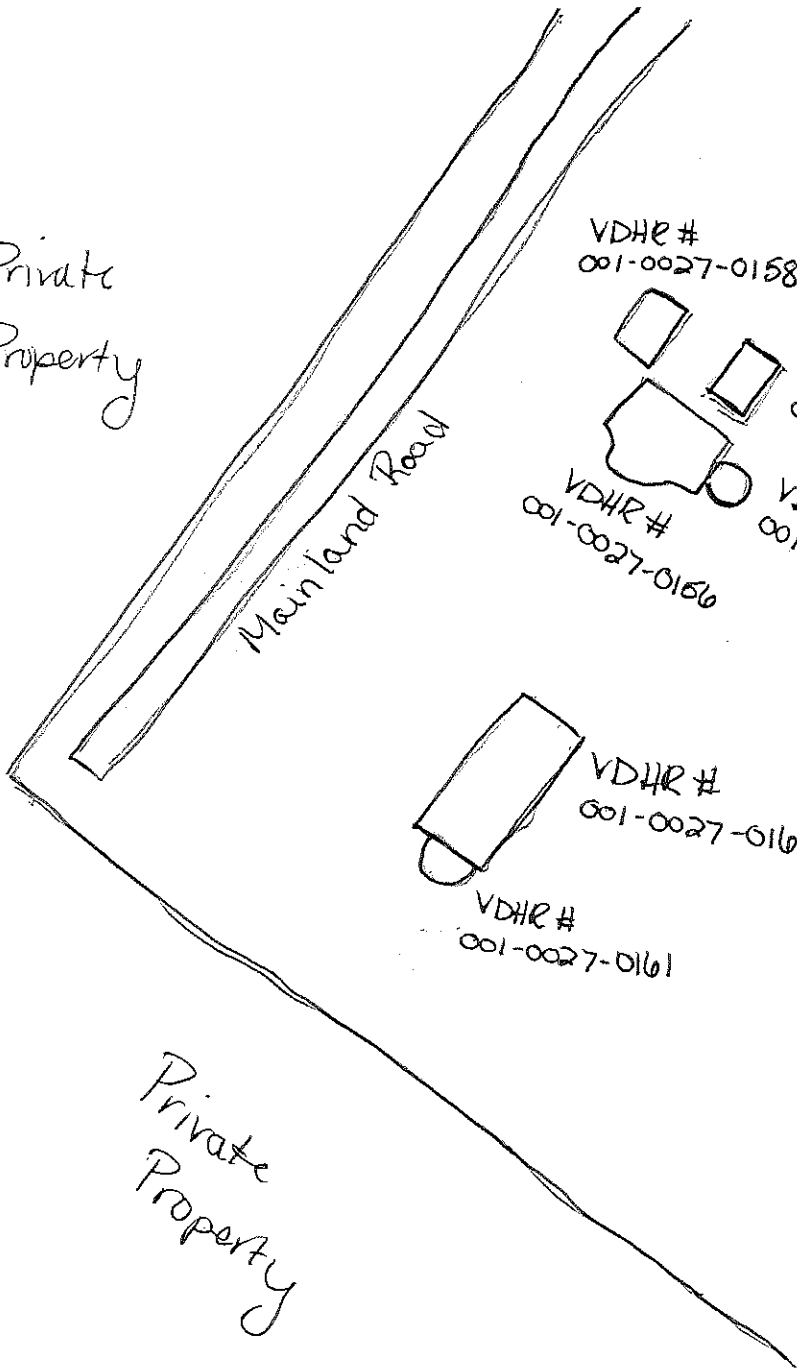
- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property



VDHR #
001-0027-0158

VDHR #
001-0027-0159

VDHR #
001-0027-0156

VDHR #
001-0027-0157

VDHR #
001-0027-0160

VDHR #
001-0027-0161

Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0161

Other DHR ID#:

Resource Information

Resource Name(s): U-30A, Spandar Radar Tower Pedestal {Current}

Date of Construction: 1961

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	454843	4189820

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Spandar Radar Pedestal Tower is located on Wallops Mainland, south of Causeway Road. A creek lies to the east with tall grass surrounding it and an agricultural field is to the west of the NASA property. The antenna is within the last cluster of buildings and structures at the southwest end of Mainland Road. A hyphen attaches it to the Spandar Radar Operations building (U-30). U-30B, an oil tank, is located on the northeast side of the building.

Secondary Resource Summary:

January 2011: Spandar Operatons Building (U-30)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Communications Facility	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Spandar Radar Antenna Pedestal Tower is the last of three developed by NASA in partnership with MIT's Lincoln Laboratory and the only one operated solely by NASA (Wallace 1997). The other two are Radar Antenna Pedestal Towers "B" (U-20A) and "A" (U-25A). U-30A consists of a pedestal 90 ft in height and 60 ft in diameter resting on concrete piles. A

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0161

Other DHR ID#:

parabolic dish antenna about 50 ft in diameter is attached to the pedestal with a mechanical arm that allows it to change position. The antenna is framed with metal bars and cross bars and has a solid metal center. A pyramid of metal bars rests atop the center. The pedestal is composed of two parts, a reinforced concrete base and a tapered upper half, sheathed in metal siding. It has a metal framed platform on the top of the cone, a metal framed catwalk just below the platform, and two metal framed landings; one is located in the center of the tapered section on the north elevation and the other is on northwest side of the concrete cylinder. A metal ladder surrounded by a metal cage extends from the ground to the platform along the north elevation. There is one metal louvered window with a concrete sill near the ground on the east elevation.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	
Windows	Windows - Louvered/Jalousied	Aluminum	Windows - Louvered
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Porch	Porch - Deck	Metal	
Foundation	Foundation - Piers w/ infill	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959. NASA designated the southern portion of the mainland area for the use of long-range radars, and leased a parcel of land to MIT, which wanted to install two large, long-range radars (U-20A and U-25A) for its Lincoln Laboratory to use for a Department of Defense antimissile program (the D58 Trailblazer reentry project). NASA subsequently contracted MIT to develop a long-range radar for NASA to use in satellite and reentry vehicle tracking (Shortal 1978). This Spandar radar, so-called because it is an S-band radar, and the associated pedestal tower was erected in 1960.

U-30A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Spandar Radar Antenna Pedestal Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The tower retains integrity, however, it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0161

Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

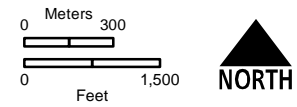
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



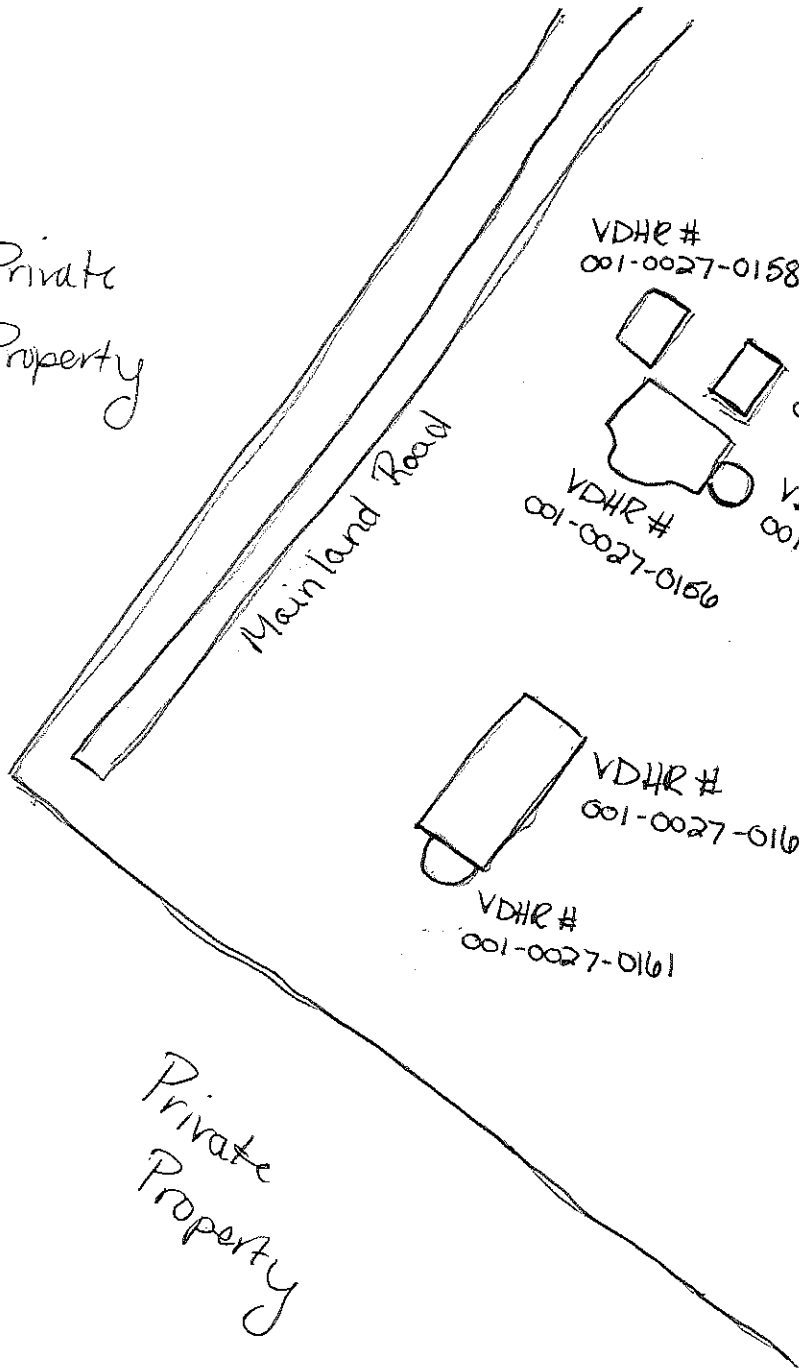
- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property



VDHR #
001-0027-0158

VDHR #
001-0027-0159

VDHR #
001-0027-0156

VDHR #
001-0027-0157

VDHR #
001-0027-0160

VDHR #
001-0027-0161

Private
Property

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0162

Other DHR ID#:

Resource Information

Resource Name(s): U-40, Mobile Radar Laboratory {Current}
U-40, Structural Firefighting Training Building
{Historic}
U-40, Telescope and Laboratory {Historic}

Date of Construction: 1961

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455080	4190099

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Mobile Radar Laboratory is located on Wallops Mainland, south of Causeway Road. A paved access road is to the west. A creek lies to the east with tall grass surrounding it. Mainland Road, a one lane asphalt-paved road, provides access to the building. There is an antenna array to the northeast of the building. A series of monopole antennas are arranged in a straight line with wires connecting them and adding support. A concrete pad flush with the ground is located to the southwest of U-40.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0162

Other DHR ID#:

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Mobile Radar Laboratory is a two-story concrete block building with a flat built-up roof. The north half of the building is 2 ½ ft taller than the south half and has metal tube railing along the perimeter of the roof. A reinforced concrete radar pedestal and platform was built at the southeast corner of the roof in 1993 (WFF 2011). Metal switch back stairs with metal tube railing on the southeast elevation provide access to the platform and the set of half-glazed double metal doors. A band of three aluminum frame fixed windows are to the east of the double doors. The southwest elevation has one set of hollow steel doors in the north half of the building. The northwest elevation has two single hollow steel doors, evenly spaced, with metal channel lintels. A louvered window is next to one of the doors. The northeast elevation has one opening, a louvered window on the north corner. The building is currently mothballed (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Windows	Windows - Fixed	Aluminum	Windows - 1-light
Roof	Roof - Flat	Asphalt	
Windows	Windows - Louvered/Jalousied	Aluminum	Windows - Louvered
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). NASA constructed U-40 in 1961 as a telescope and laboratory building. Its use and name changed to Structural Firefighting Training Building in 1986. Three years later, the building’s use and name changed to the Mobile Radar Laboratory, which is its current function (WFF 2011).

U-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Mobile Radar Laboratory is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0162

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

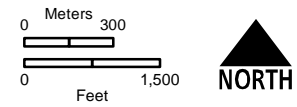
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property

Main land Road

VDHR #
001-0027-0168
VDHR #
001-0027-0167

VDHR #
001-0027-0169

VDHR #
001-0027-0162

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0163

Other DHR ID#:

Resource Information

Resource Name(s): U-55, Transmitter Building {Current}

Date of Construction: 1964

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455581	4191129

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Transmitter Building is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. Causeway Road, southwest of the building, provides access to the guard station and bridge. A concrete walled platform with an oil tank is on the northeast side of the building. There is an antenna array to the southeast. The High Frequency Antenna Tower (U-55A) is at the west corner and another antenna tower, which does not have a designated facility number, is at the north corner.

Secondary Resource Summary:

January 2011: U-55A High Frequency Antenna

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Communications Facility	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Transmitter Building is a simple one-story rectangular building constructed of precast concrete panels. It has a

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0163

Other DHR ID#:

flat built-up roof and aluminum fascia. Metal tube railing runs along the perimeter of the roof; the railing was installed in 1967 (WFF 2011). At least two antennas are affixed to the roof. The main entrance is located on the east elevation and comprises a glass and aluminum vestibule with glazed double doors leads to a second set of glazed double doors. The vestibule was installed in 1977, replacing a flat-roofed canopy (WFF 2010, 2011). A band of aluminum frame fixed windows extend the length of the east elevation. The original windows were re-glazed in 1977 (WFF 2011). The north elevation has no windows or doors. A circular metal vent is located in the northwest corner. The west elevation has a lean-to addition with a standing seam metal shed roof. A set of hollow steel double doors are located in the southwest corner. On the northwest corner a set of exterior metal stairs, which was installed in 2007, provides access to the roof and antenna tower U-55A. There are no openings on the south elevation

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Porch	Porch - 1-story	Aluminum	Porch - Enclosed
Windows	Windows - Fixed	Aluminum	Windows - 1-light

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). NASA constructed this building in 1964. It retains its original use as a transmitter building.

U-55 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Transmitter Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55 is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The overall integrity of the building has been compromised by several alterations. The building is in its historical location. A second antenna tower has been erected at the north corner of the U-55 and a 1965 transmitting antenna (U-66) to the northwest has been dismantled; however, all other aspects of the surrounding environment remain unchanged so the setting has not been adversely impacted. The design and materials of the building have been compromised by alterations such as the installation of the aluminum entry vestibule, re-glazing the windows, and the addition of a rear lean-to. These changes also negatively impact the integrity of feeling, but not, however its workmanship and association

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0163

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

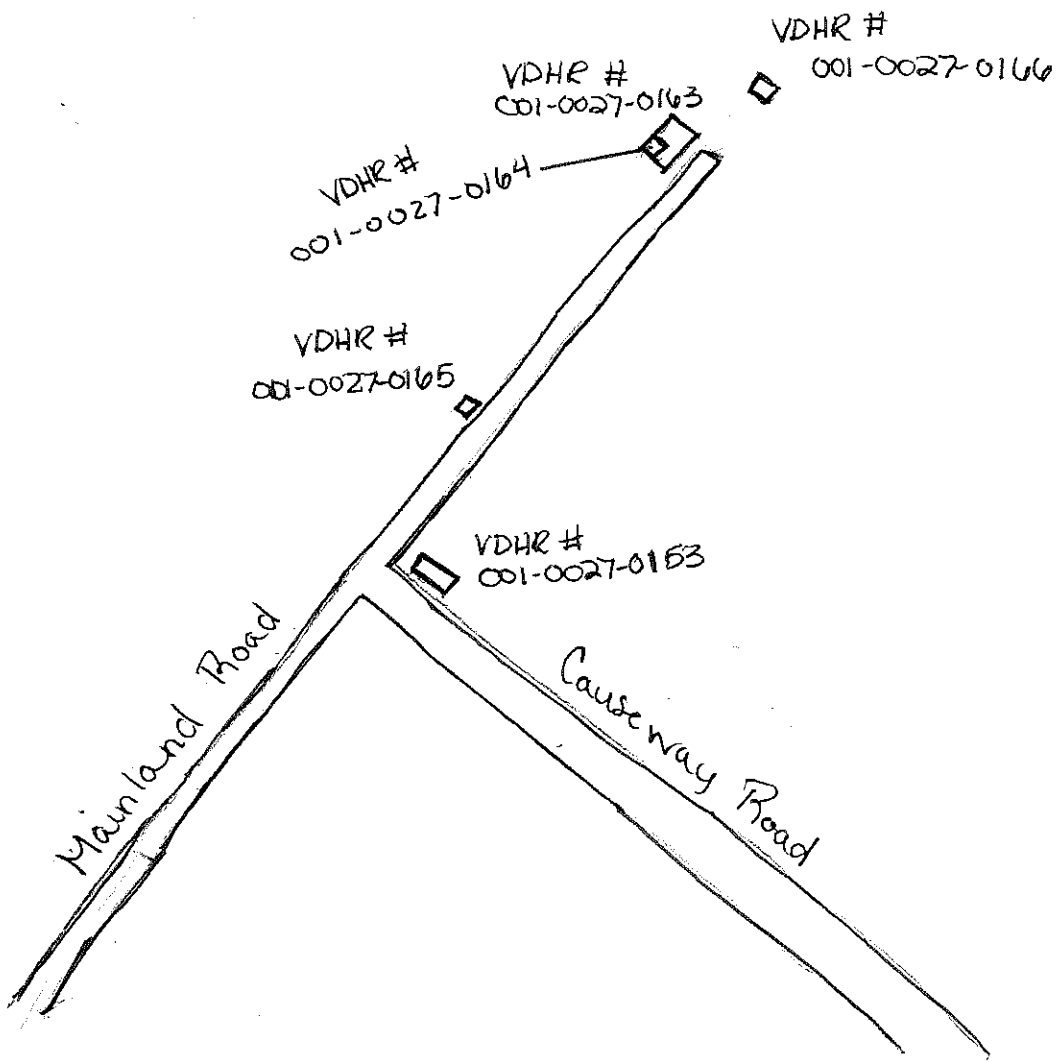
City: Wallops Island

Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property

To to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0164

Other DHR ID#:

Resource Information

Resource Name(s): U-55A, High Frequency Antenna Tower
{Current}
Date of Construction: 1965
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455569	4191129

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The High Frequency Antenna Tower is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. To the southwest of the tower is Causeway Road, which provides access to the guard station and bridge. U-55A is adjacent to the west corner of U-55, its associated transmitter building. A concrete walled platform with an oil tank is on the northeast side of the building and an antenna array is to the southeast.

Secondary Resource Summary:

January 2011: U-55 Transmitter Building

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The High Frequency Antenna Tower is a metal framed structure with four steel posts bolted to concrete footings. It

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0164

Other DHR ID#:

tapers at the third tier. Intersecting diagonal steel angles reinforce the metal corner posts. It has two metal grated platforms: one on the top with metal tube handrails, and the other immediately below it, accessed on the north by a metal ladder through the floor of the platform above. Metal stairs with a metal tube handrail extend from the roof of U-55 to the top platform. The antenna rests on this platform and along with two pieces of control equipment. A raised metal track, carrying cables, extends from U-55. The antenna itself has seven metal mesh dishes with metal cylinders extending from them; the three central units are smaller than the outer four. The metal cylinders are encircled by metal wires or cables. A balancing or directional element extends to the rear.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Metal	
Foundation	Foundation - Piers	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965.

U-55A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The High Frequency Antenna Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0164

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

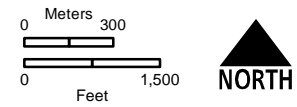
Cemetery Information

Ownership Information

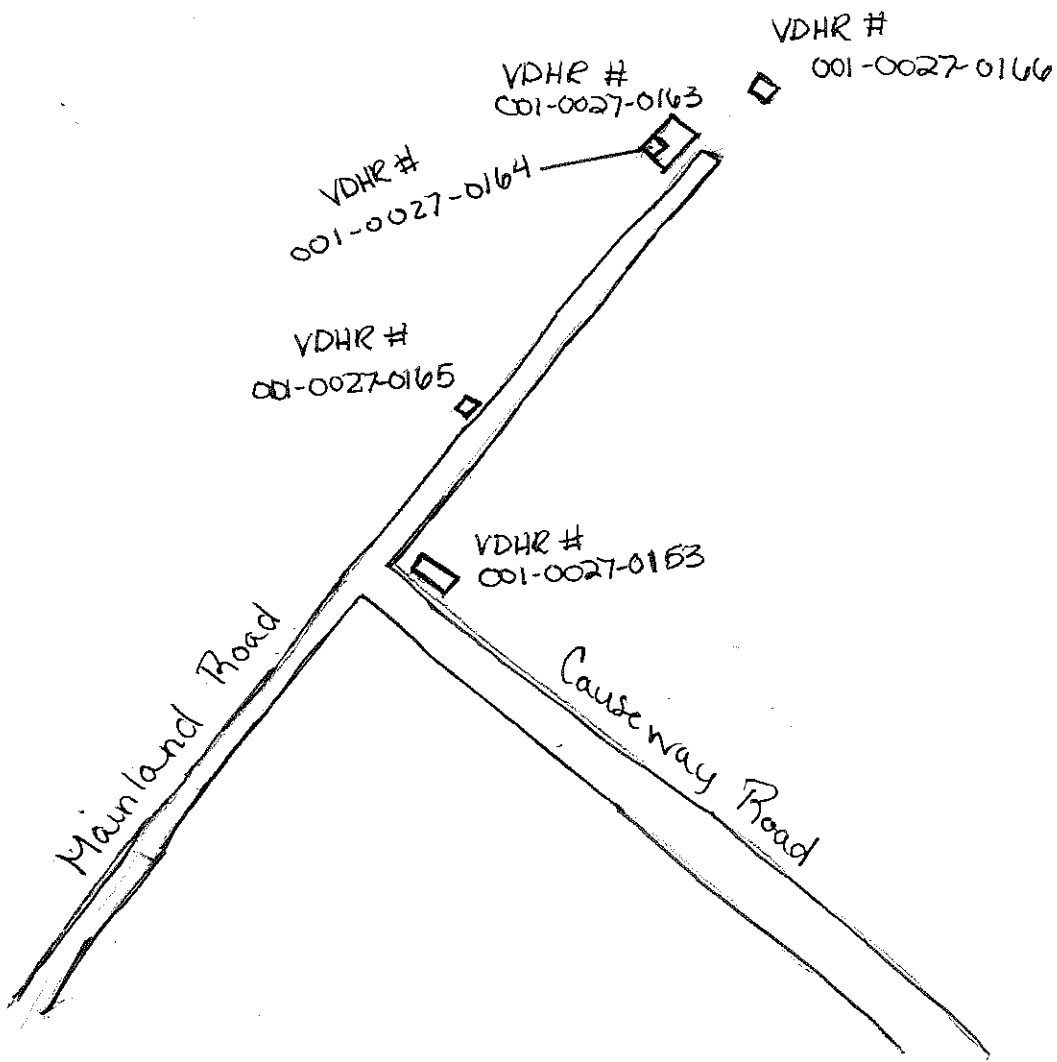
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



To to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0165

Other DHR ID#:

Resource Information

Resource Name(s): U-60, Collimation Beacon and Tower {Current}

Date of Construction: 1965

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455449	4190994

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Collimation Beacon and Tower are located on Wallops Mainland, north of Causeway Road on the west side of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. A transmitter building (U-60A) is at the tower's base.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
2	Communications Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Communications Facility	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Collimation Beacon and Tower is very similar to an Omni Transmitter Antenna, which was used by the Navy for short range communications (Best et al. 1997). It consists of three metal poles, arranged in a triangular configuration, connected by cross bars. The metal poles are bolted to square steel plates, which are welded to a triangular steel base. A conducting wire, attached to the associated transmitter building (U-60A), runs vertically through the middle. Diagonal wires extend from three

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0165

Other DHR ID#:

sections of the structure to the ground, creating a cross-shaped configuration. A small metal ladder extends to a small metal grated platform at the top of the tower.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Piers	Concrete	Foundation - Piers
Structural System	Structural System - Frame	Metal	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. This tower, erected in 1964, was part of the AN/FPQ-6 radar system, which at the time was a modern long-range, high-precision tracking radar (WFF 2011). U-60 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Collimation Beacon and Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation
Reference #: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0165

Other DHR ID#:

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Report

Author: Brooke Best

DHR CRM Report Number:

Notes:

Best, Brooke V, Katherine Grandine and Stacie Y Webbs.

1997. Navy Cold War Communications Context: 1946-1989. Prepared for Atlantic Division, Naval Facilities Engineering Command, 1510 Gilbert Street, Norfolk, VA, 23511-2699. 12 December

Reference #: 3

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

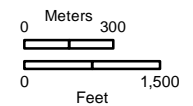
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

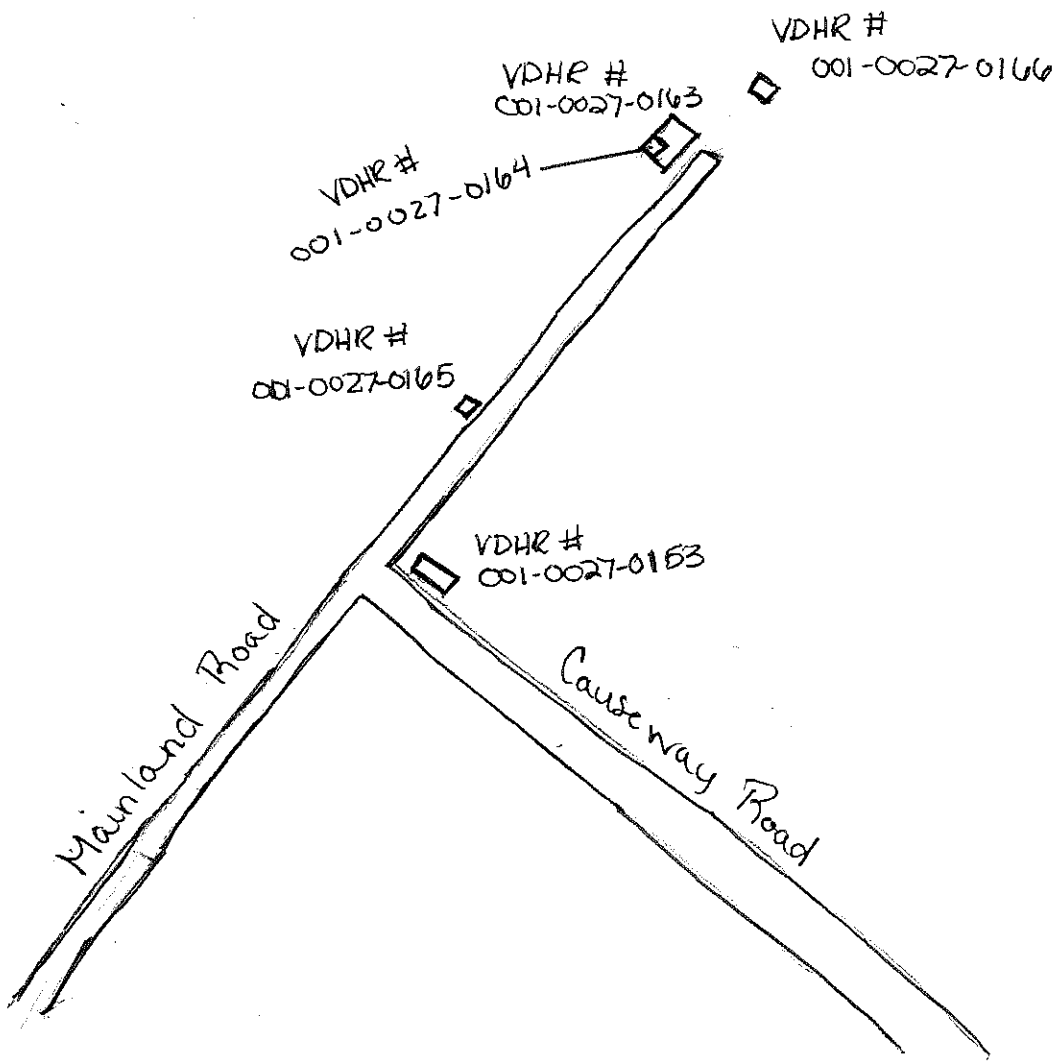
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



To to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0166

Other DHR ID#:

Resource Information

Resource Name(s): U-64, Communications Antenna Support
TowerTower {Current}
Date of Construction: 1965
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455633	4191150

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Communications Antenna is located on Wallops Mainland at the northeast end of Mainland Road. The area is relatively flat and open with grass fields and stands of trees. A security fence runs along the perimeter of the installation. To the southwest of the tower is Causeway Road, which provides access to the guard station and bridge. There is a small temporary shed at the south corner.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Demolished
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Communications Antenna is a tapered triangular metal tower with a vertical cylindrical antenna. The antenna has a disc-shaped base. The 90-ft-tall tower has three steel posts connected with steel cross bars. The posts are bolted to steel plates,

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0166

Other DHR ID#:

which have been bolted to concrete footings. Vertical wires run through the center and connect to the antenna.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Piers	Concrete	Foundation - Piers
Structural System	Structural System - Frame	Steel	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this tower in 1965.

U-64 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Communications Antenna Support Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0166

Other DHR ID#:

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

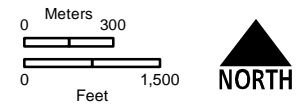
Cemetery Information

Ownership Information

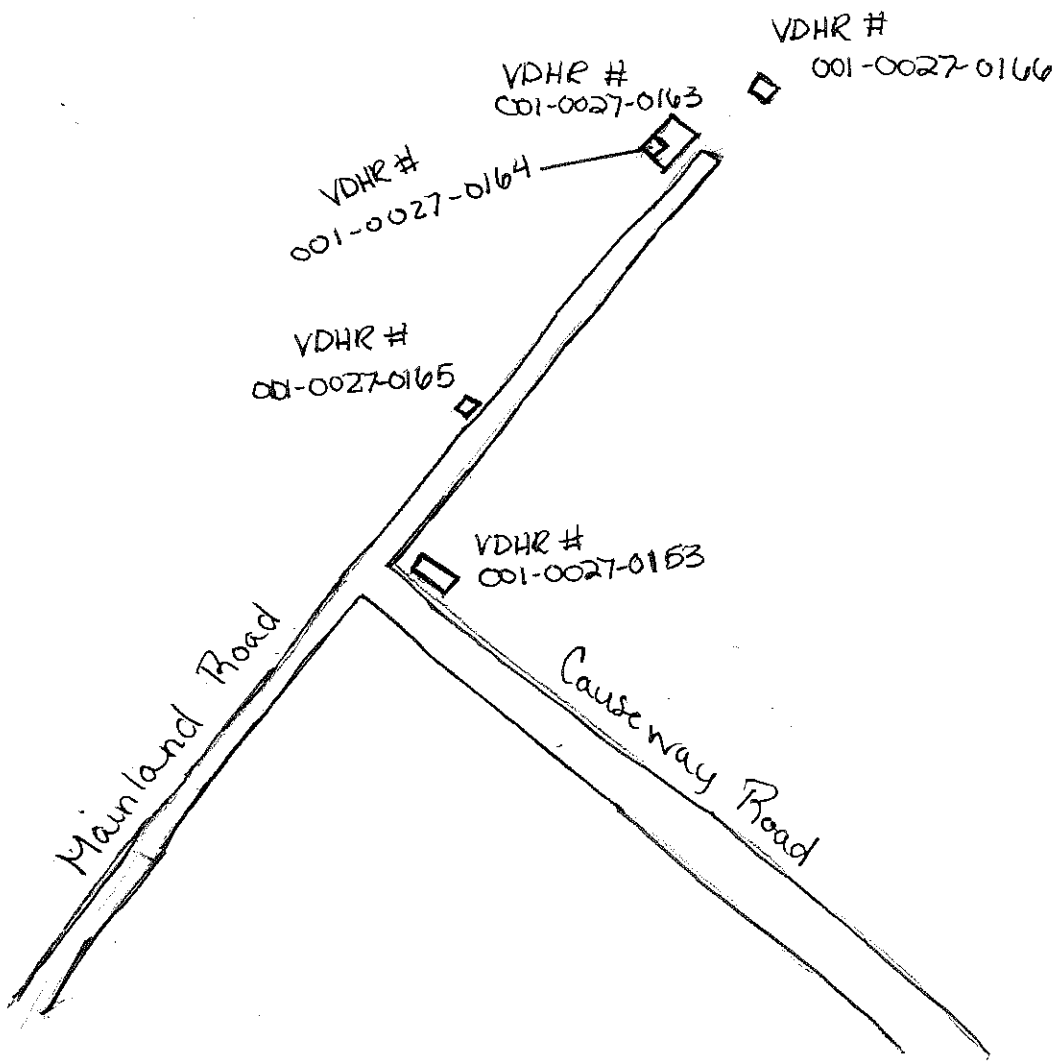
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



To to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0167

Other DHR ID#:

Resource Information

Resource Name(s): U-70, AN/FPQ-6 Radar Building {Current}

Date of Construction: 1964

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455169	4190416

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The AN/FPQ-6 Radar Building is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west of the building. A creek lies to the east with tall grass surrounding it. A stand of trees is the west. A concrete parking lot is in front of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The AN/FPQ-6 Radar Building is a simple, one-story building with a flat roof and metal fascia and concrete pile foundation (WFF 2011). EIFS covers the original brick exterior (WFF 2011). The main entrance is on the southeast elevation and consists of a glass and aluminum vestibule with a single glazed door, which leads to double glazed doors. Concrete stairs and a

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0167

Other DHR ID#:

ramp with metal tube railing provide access to the vestibule. Four one-over-one aluminum windows complete the openings on the elevation. Two are located on either side of the vestibule. A brick knee wall extends from near the west end of the southeast wall towards a concrete sidewalk. The southwest elevation has three entrances: two sets of hollow steel double doors and a single hollow steel door in the center. Two entrances are raised with concrete stairs leading to them. The northeast elevation has one single and one set of double hollow steel doors. The northwest elevation has no openings.

The entire building was renovated in 2001. EIFS was installed over the brick exterior, original metal frame windows set within a system of exterior panels were removed and new windows were installed in a completely different fenestration pattern. All doors were replaced (the original doors had been replaced in 1979 with new hollow metal doors) and a vestibule installed at the main entrance, which enclosed what was a recessed entry. The built-up roofing system was also replaced (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Stuccoed
Roof	Roof - Flat	Asphalt	
Porch	Porch - 1-story	Aluminum	Porch - Enclosed
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 2/2

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). Construction of the AN-FPQ-6 Radar Systems Building was completed in 1964. At the time, the FPQ-6 radar was a modern long-range, high-precision tracking radar (WFF 2011).

U-70 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The AN-FPQ-6 Radar Systems Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. U-70 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building has been substantially altered in the past decade and has no integrity. The building is in its historical location. A post-1965 antenna tower and another small structure have been erected adjacent to U-70; however, all other aspects of the surrounding environment remain unchanged so the setting has not been adversely impacted. The building lacks integrity of design, materials, and workmanship. The major historical features and materials either have been removed or covered. The new materials and architectural elements have completely changed the style and character of U-70. Consequently, the alterations have also effectively removed the integrity of feeling and association of the building.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0167

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000




**Virginia Department of Historic Resources
Reconnaissance Level Survey**

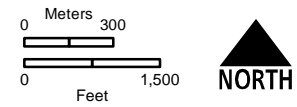
DHR ID#: 001-0027-0167

Other DHR ID#:

Relation to the Property: Owner of property



-  NASA Property
-  Surveyed Structures
-  Buildings



Not to Scale



Private
Property

Main land Road

VDHR #
001-0027-0168
VDHR #
001-0027-0167

VDHR #
001-0027-0169

VDHR #
001-0027-0162

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0168

Other DHR ID#:

Resource Information

Resource Name(s): U-70A, AN/FPQ-6 Radar Antenna Pedestal Tower
{Current}
Date of Construction: 1964
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): Mainland Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455194	4190435

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The AN/FRQ-6 Radar Antenna Pedestal Tower is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west of the building. A creek lies to the east with tall grass surrounding it. A stand of trees is the west. A concrete parking lot is in front of the building. The AN/FPQ-6 Radar Building (U-70) is to the immediate southwest.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The AN/FRQ-6 Radar Pedestal has three distinct parts: the 29 ft- diameter parabolic dish, the Azimuth-Elevation antenna structure, and the pedestal itself. The pedestal consists of an aluminum paneled tapered cylinder, resting on a berm with

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0168

Other DHR ID#:

concrete retaining walls encircling it. Comparison with historical photographs indicates the pedestal was extended to raise the height of the antenna and the retaining walls were added sometime after 1980 (WFF 2011). A set of metal stairs leads to a metal platform, both with metal tube handrails, and a heavy oval-shaped metal door is on the south elevation. An exterior metal ladder on the north elevation leads to a metal platform with metal tube handrails on the antenna structure. The Azimuth-Elevation antenna structure moves the dish by shifting both horizontally clockwise and tilting the dish to the appropriate angle (Dench 2007). There is a single metal door in a small rectangular part of the structure on the east elevation that appears to allow passage to the other side of the structure.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Piers w/ infill	Concrete	Foundation - Piers
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Porch	Porch - Deck	Metal	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This antenna tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of several dozens of buildings and structures erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities. The facilities expansion included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became NASA’s test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this AN/FPQ-6 radar tower in 1964. At the time, the FPQ-6 radar was a modern long-range, high-precision tracking radar (WFF 2011). U-70A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The AN/FPQ-6 Radar Antenna Pedestal Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The tower is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. U-55A retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0168

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Flight Facility

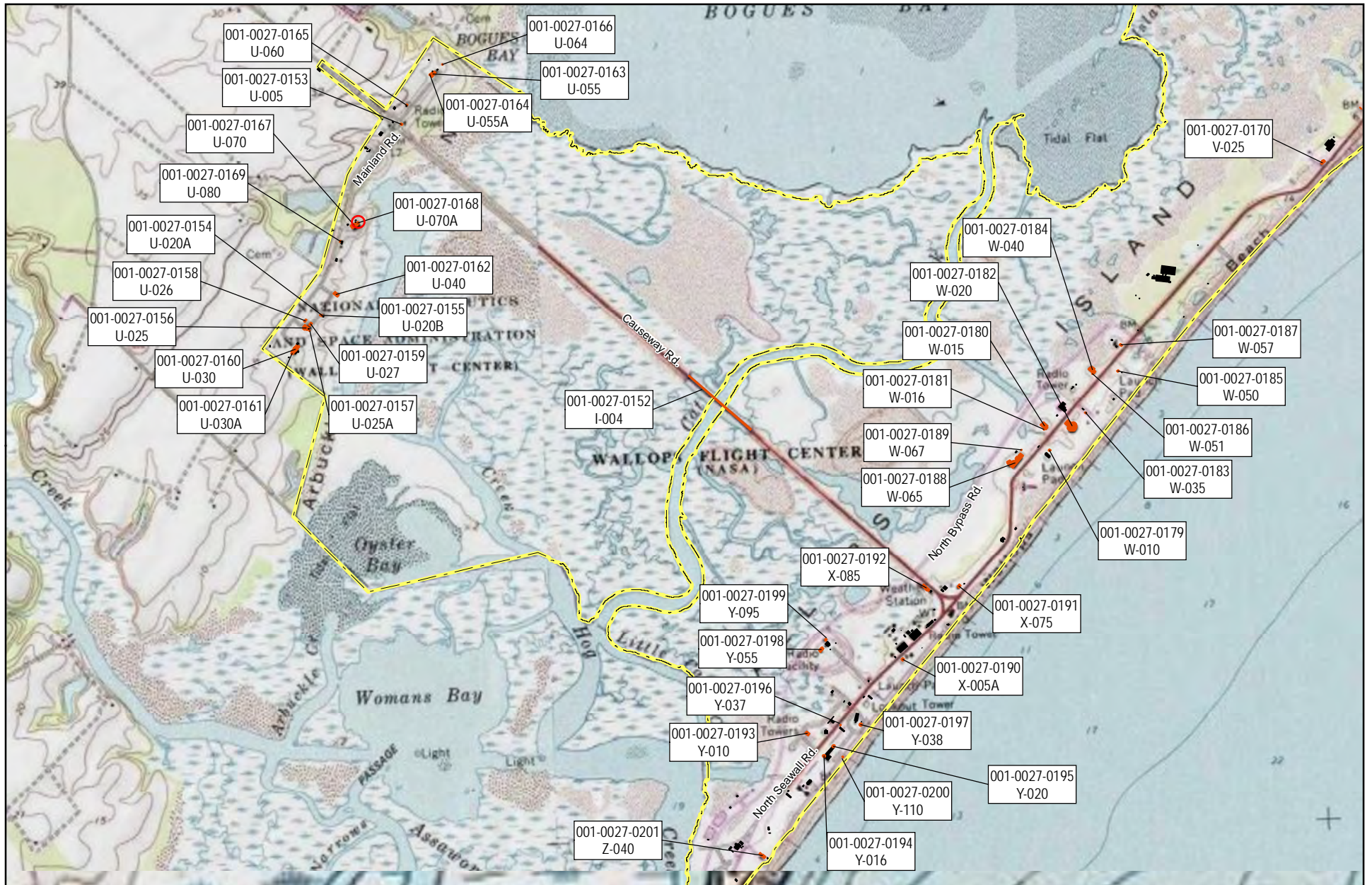
Address: Wallops Flight Facility

City: Wallops Island

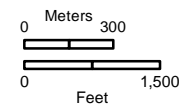
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



Private
Property

Main land Road

VDHR #
001-0027-0168
VDHR #
001-0027-0167

VDHR #
001-0027-0169

VDHR #
001-0027-0162

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0169

Other DHR ID#:

Resource Information

Resource Name(s): U-80, Atmospheric Physics Measurement Lab
{Current}
U-80, Special Optics Building and Observatory
Dome {Historic}

Date of Construction: 1965

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Mainland Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	455118	4190349

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Atmospheric Physics Measurement Lab is located on Wallops Mainland south of Causeway Road, on the east side of Mainland Road. A paved access road is to the west. A creek lies to the east with tall grass surrounding it. There is a stand of trees to the west. A concrete parking lot is in front of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0169

Other DHR ID#:

January 2011: The Atmospheric Physics Measurement Lab is composed of several parts: the original building, the observatory shelter, and an addition. The original building, constructed in 1965, and the addition, constructed in 1967 (WFF 2011), are simple one-story concrete block buildings with flat roofs and metal fascia. They rest on a concrete slab and their exterior finish is stucco. Both have one entrance through a hollow steel door; the original building's entrance is on the west elevation and the addition's is on the east. The addition originally had an overhead door on the east elevation (WFF 2010). Two one-over-one aluminum frame windows with precast concrete sills are located on the south elevation of the original building and the west elevation of the addition. The windows were originally two-over-two, double-hung-sash units (WFF 2010). The addition has a satellite or additional observatory on its roof, which is surrounding by metal tube railing. A metal staircase on the south elevation provides access to the roof. The observatory shelter was erected in 1966 on a reinforced concrete continuous footing (WFF 2010). The shelter comprises a hemispherical aluminum dome 24 ft in diameter on an aluminum base cylinder. The exterior finish of the entire structure is a natural polished aluminum (WFF 2011). The dome opens to the east sky by moving on a track mounted on the top of the dome. The observatory is connected to the original building and the addition by two concrete block hyphens. U-80 has been mothballed since 1999 (WFF 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Roof	Roof - Flat	Asphalt	
Roof		Aluminum	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The expansion of Wallops Station after becoming a NASA facility included acquisition of 216.6 acres on the mainland in 1959 (Shortal 1978). NASA constructed this building in 1965 as the Special Optics Building and Observatory Dome. The building contained long-range photo-optical equipment and a special TV system to track launched vehicles. The building received its current name as the Atmospheric Physics Measurement Laboratory in 1979 (WFF 2011).

U-80 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Mainland was identified because of a lack of significance.

The Atmospheric Physics Measurement Laboratory is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. U-80 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0169

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property

Not to Scale



Private
Property

Main land Road

VDHR #
001-0027-0168
VDHR #
001-0027-0167

VDHR #
001-0027-0169

VDHR #
001-0027-0162

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0170

Other DHR ID#:

Resource Information

Resource Name(s): V-25, Inert Payload Assembly and Checkout Building {Current}
V-25, Auxiliary Range Building {Historic}

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

Resource has not been evaluated.*

This Resource is associated with the Wallops Flight Facility

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Location of Resource

County/Independent City: Accomack

Magisterial District: Commonwealth of Virginia

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Bypass Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	459818	4190574

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Inert Payload Assembly and Checkout Building is located on the north half of Wallops Island, immediately west of North Seawall Road. The building is adjacent to the Atlantic Ocean and large riprap along the shore is visible from the site. The area immediately around the building is characterized by mown grass, but farther out there is tall sea grass. The building is surrounded by a concrete pad and a gravel parking lot is across the street.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Workshop	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Inert Payload Assembly and Checkout Building is a simple, one-story concrete block building with a flat built-up

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0170

Other DHR ID#:

roof and aluminum fascia. The northeast portion of the building was added in 1968, and is about 3 ½ ft taller than the rest of the building (WFF 2011). There are two shed-roofed lean-tos on the northwest side of the building; no information indicating when these were built was found. The building rests on a reinforced concrete foundation.

The southeast elevation consists of four openings. A replacement overhead steel rolling door is centered in the taller portion of the building. The other portion is divided into three bays by two projecting concrete block columns. The first bay has a window opening covered by plywood, the second contains a single hollow steel door, and the third has a set of double hollow steel doors. The northeast elevation has a single hollow steel door in the north corner and two large openings, divided by a concrete block column. The opening is covered by a translucent panel, which is also used on the northwest elevation. The northeast elevation of the building has one set of double hollow steel doors with a concrete stoop. All the personnel doors are replacements. Openings on the northwest elevation are located in the lean-tos. The 1968 lean-to has a single hollow steel door; the other lean-to has a double hollow steel door. The northeast elevation of this lean-to has a six-light aluminum window with a precast concrete sill.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Boarded Up/Covered	Metal	other
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA constructed this building in 1957; its original use was not found. After the base was transferred to NASA, the building was an auxiliary range facility. It was designated the Inert Payload Assembly and Checkout Building in 1968. The building has been mothballed since 2000 (WFF 2011).

V-25 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Inert Payload Assembly and Checkout Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. A large post-1965 building has been constructed adjacent to the east of V-025, thus diminishing the setting of the property. The design, materials, and workmanship of the building has been negatively impacted by the large 1968 addition on the northeast end, two smaller lean-to additions on the rear, the replacement of original personnel and overhead doors, and the obstruction of a window with plywood. The integrity of feeling and association have been diminished by the cumulative changes in setting, design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0170

Other DHR ID#:

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

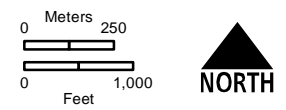
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Not to Scale

Cato Creek

VDHE #
001-0027-0170



North Seawall Road

Atlantic
Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0171

Other DHR ID#:

Resource Information

Resource Name(s): V-30, Electric Power Equipment Storage {Historic}
V-30, Ammunition Magazine {Historic/Current}

Date of Construction: 1958

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	459975	4190802

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Ammunition Magazine is located on the north half of Wallops Island, immediately west of North Seawall Road. The structure is adjacent to the ocean; large riprap along the shore is visible from the site. The grass immediately around the building is mowed, but farther out there is tall grass and trees. A concrete paved lane provides access to the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Magazine	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1958 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Ammunition Magazine is a magazine built into an earthen berm. The opening faces northeast and consists of a steel plate face bolted to a concrete arch. Metal channels, bolted to the face, act as buttresses. Two tall and wide steel doors, centered in the steel face, provide access to the magazine. Wood posts and planks act as a retaining wall on both sides of the steel

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0171

Other DHR ID#:

face. The wood posts are set in sand and fastened to the steel face with nuts and bolts. A metal tube vent pierces the southwest part of the earthen berm.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Structural System	Structural System - Frame	Wood	
Roof	Roof - Gable, Front	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA built this storage magazine in 1958. After the base was transferred to NASA, the structure was used for explosives handling and storage. It may also have been used for electric power equipment storage (WFF 2011). It currently stores ammunition.

V-30 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Ammunition Magazine is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because earthen-bermed magazines were built by the thousands at military installations across the U.S. (U.S. Army Corps of Engineers 1997). V-30 is not a rare or prototype ammunition magazine. Therefore, it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1		Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L.Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0171

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Drawings

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility As Built Drawings

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

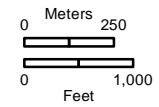
Cemetery Information

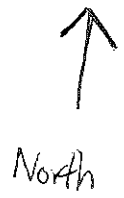
Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0172

Other DHR ID#:

Resource Information

Resource Name(s): Ready Service Chemical Storage Magazine
{Current}
Y-26 {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:
Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460421	4191480

UTM Center coordinates :
UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Ready Service Chemical Storage Magazine is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded mostly by pine trees. The building is part of the Dynamic Balance Facility. It is next to V-045, Horizontal Dynamic Balance Test Facility.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Magazine	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northeast elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. On the

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0172

Other DHR ID#:

opposite elevation (southwest), there are two small vents in the top of the wall; metal covers for the vents are missing. Four steel eye hooks are embedded in each corner of the roof.

V-42 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: V-42 and the other eight buildings on Wallops Island of this same type (V-52, W-16, W-51, W-67, Y-16, Y-20, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as V-42 between 1956 and 1965. Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

V-42 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0172

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility As Built Drawings

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

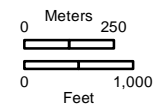
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

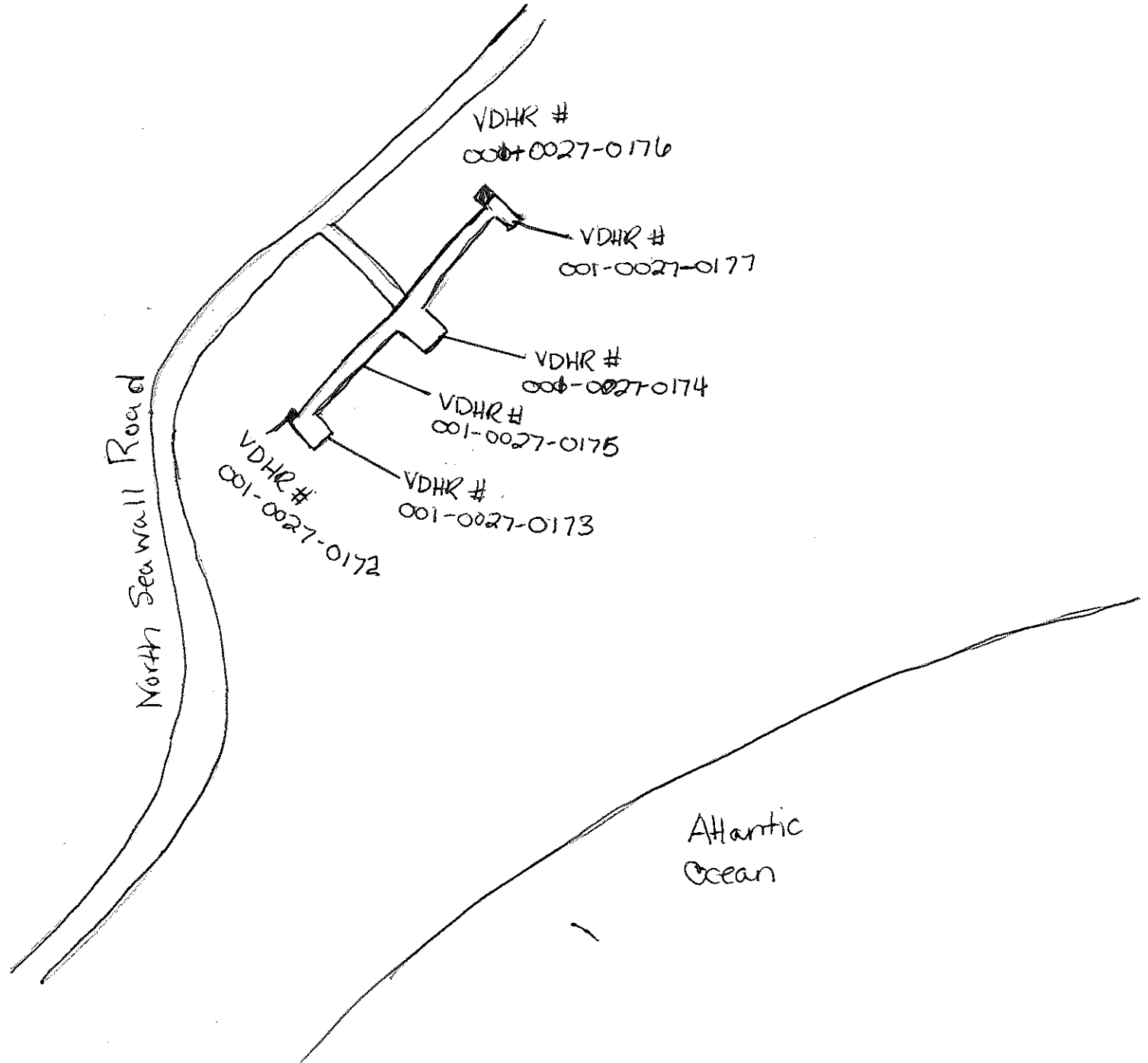
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0173

Other DHR ID#:

Resource Information

Resource Name(s): V-45, Horizontal Dynamic Balance Test Building
{ Current }
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460531	4191470

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Horizontal Dynamic Balance Test Building is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded mostly by pine trees. It is connected to the central Dynamic Balance Control Center Building (V-50) and the Vertical Dynamic Balance Test Building (V-55) by a covered walkway (V-50A). V-50A connects to the northwest elevation; beyond the walkway is an asphalt access road.

Secondary Resource Summary:

January 2011: Utility Canopy (V-50A)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Horizontal Dynamic Balance Test Building is a utilitarian building, resting on a reinforced concrete slab

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0173

Other DHR ID#:

foundation that extends beyond the wall and has chamfered edges. The walls are built of precast concrete panels, with the top third constructed of translucent metal panels. The building terminates in a flat built-up roof and metal fascia. There is a lean-to on the northeast elevation that is also constructed of precast concrete panels and a flat roof and metal fascia. An exterior ladder extends from the roof of the lean-to to the roof of the main building.

The main point of access is on the northwest elevation through a central overhead rolling door. The northeast elevation has a single hollow steel door in the north corner, under the covered walkway (V-50A). The northeast elevation of the lean-to has a single half-glazed metal door and a single hollow steel door. The southeast elevation has a central metal door and is sheathed in corrugated metal. The southwest elevation has no openings.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Roof	Roof - Flat	Asphalt	
Structural System	Structural System - Frame	Metal	Structural System - Unknown

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as part of the Dynamic Balance Facility. The Horizontal Dynamic Balance Test Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity. V-45 is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0173

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L.Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

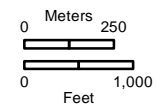
Cemetery Information

Ownership Information

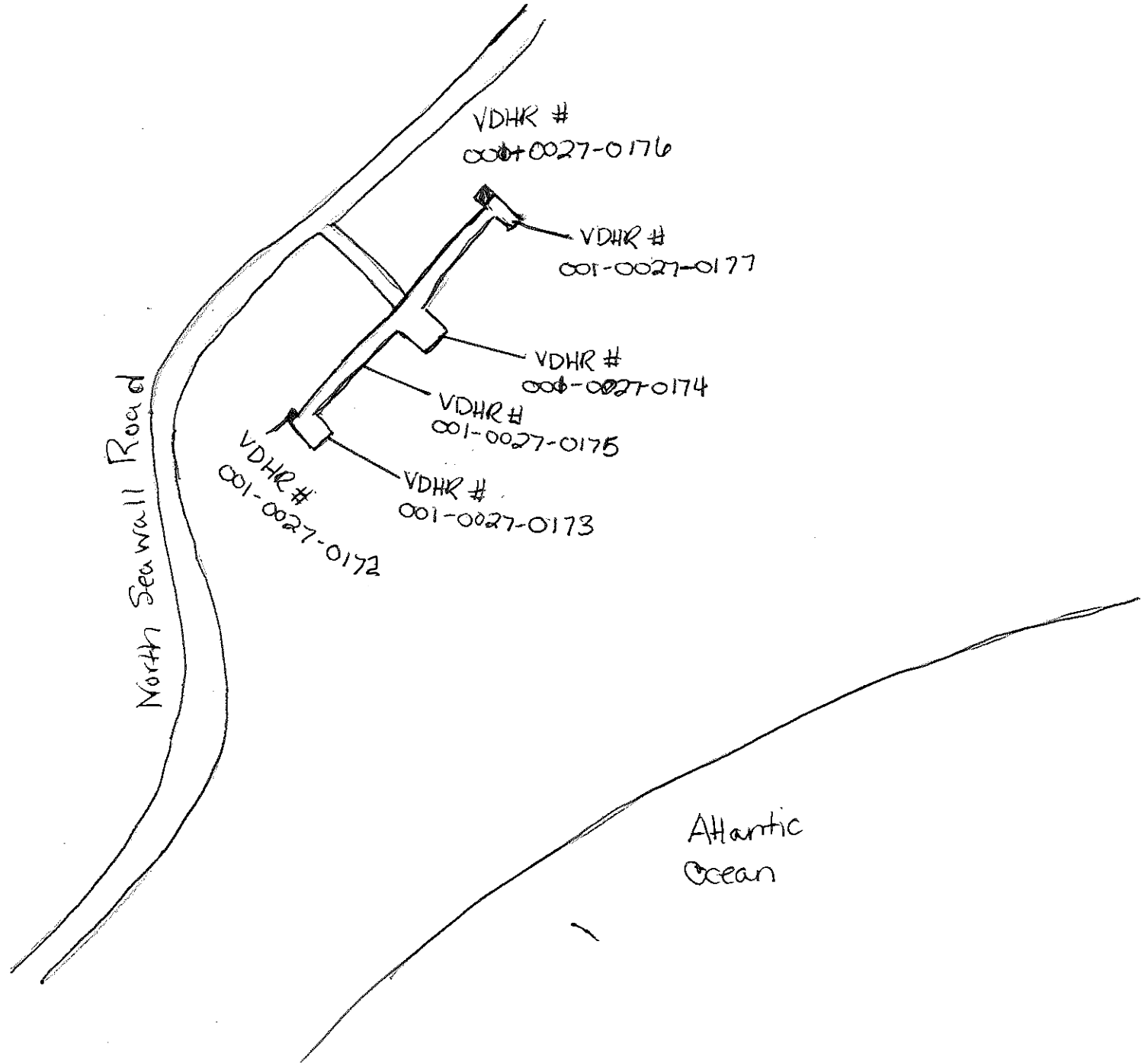
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0174

Other DHR ID#:

Resource Information

Resource Name(s): V-50, Dynamic Balance Control Center Building
{Current}
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460530	4191578

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Dynamic Balance Control Center Building is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded mostly by pine trees. V-50 is connected to two flanking buildings, V-45 and V-55, by a covered walkway, V-50A. V-50A runs along the northwest elevation of the building; beyond the walkway is an asphalt parking lot and a paved lane leading from an access road to the building. There is a concrete walled structure on the north side of the building that contains an oil tank and a raised concrete pad for a generator or utility box.

Secondary Resource Summary:

January 2011: Utility Canopy (V-50A), oil tank

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0174

Other DHR ID#:

January 2011: The Dynamic Balance Control Center Building is a simple, one-story rectangular concrete building with a flat built-up roof and metal fascia. The walls are 10-inch-thick reinforced concrete with an EIFS exterior finish, which was installed in 1989 (WFF 2011). The main entrance is on the northwest elevation, under the covered walkway (V-50A), and consists of a central single hollow steel door with an aluminum frame. There is a secondary entrance through a set of double solid steel doors on the southeast elevation. There are no other openings.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Stuccoed
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 to serve as the control center for the tests that were performed in the horizontal and vertical dynamic test buildings (V-45 and V-55).

V-50 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Dynamic Balance Control Center is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L. Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0174

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

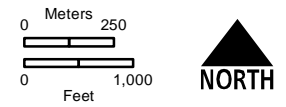
Cemetery Information

Ownership Information

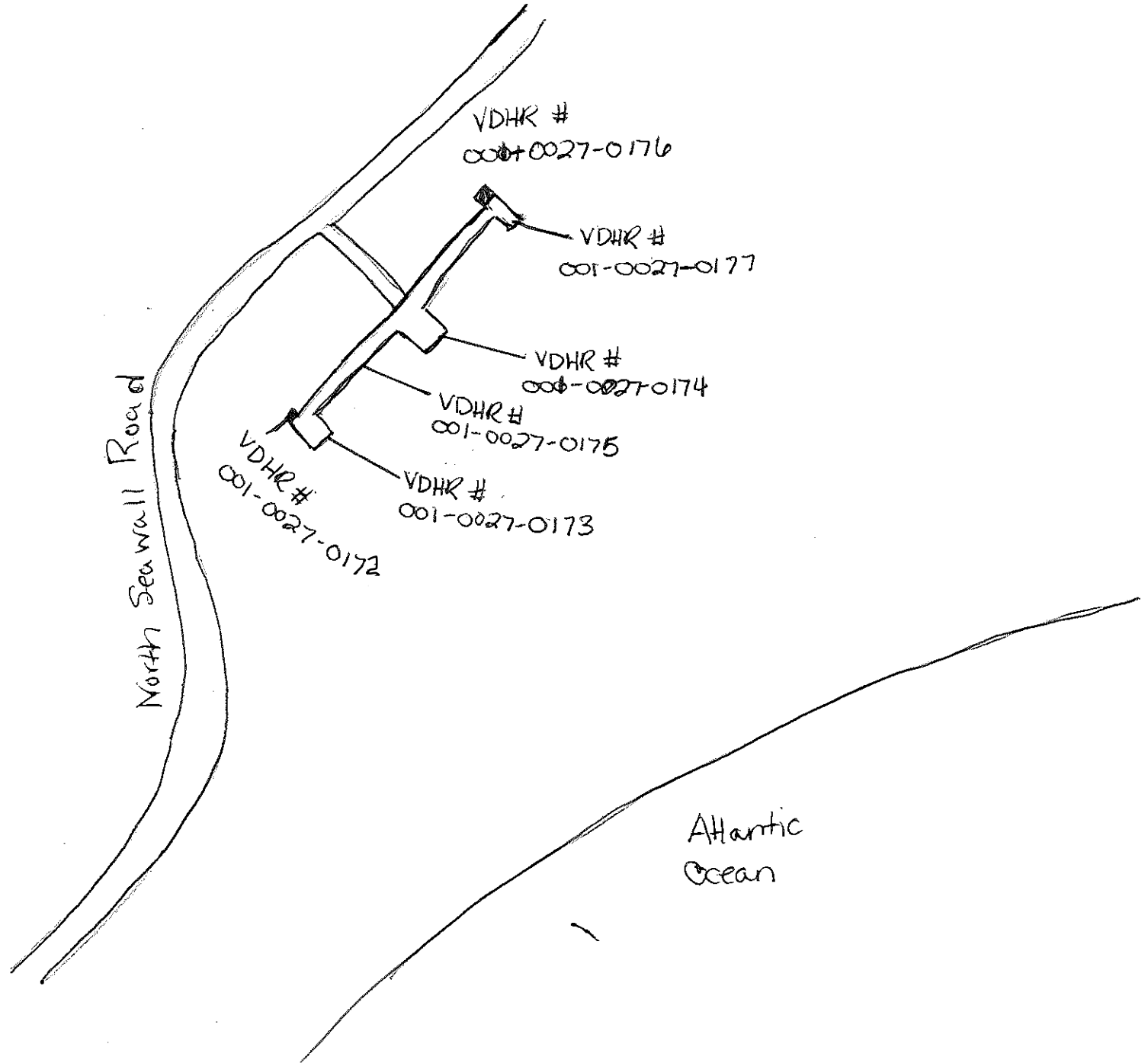
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0175

Other DHR ID#:

Resource Information

Resource Name(s): V-050A, Utility Canopy {Current}

Date of Construction: 1963

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460526	4191581

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Utility Canopy is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded mostly by pine trees. V-50A is a covered walkway connecting the Dynamic Balance Control Center (V-50) to two flanking buildings, V-45 and V-55. V-45 is on the southwest and V-55 is on the northeast. V-50A extends across the northwest faces of the buildings.

Secondary Resource Summary:

January 2011: Dynamic Balance Control Center (V-50)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Electrical Transmission Line	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Electrical Transmission Line	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The covered walkway consists of hollow steel columns, spaced 15 ft apart, supporting steel I beams that frame the roof structure. A corrugated aluminum butterfly roof provides a canopy. Four galvanized metal channels on the southeast

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0175

Other DHR ID#:

elevation, located about 4 ft off the ground, extend to all three buildings, carrying cables. These channels are screened on the southeast by corrugated transite (asbestos-cement) boards. The canopy structure covers a 4 ft-wide concrete sidewalk.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Steel	Structural System - Corrugated
Roof		Steel	Roof - Corrugated

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This structure is a secondary resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this structure in 1963 as part of the Dynamic Balance Facility. It provides a covered walkway and supports a series of utility conduits that extend between the horizontal and vertical dynamic test buildings (V-45 and V-55) and control center (V-50). V-50A has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This utility canopy is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. It is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. The structure is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure retains historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation
Reference #: 1

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0175

Other DHR ID#:

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

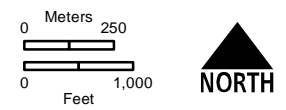
Cemetery Information

Ownership Information

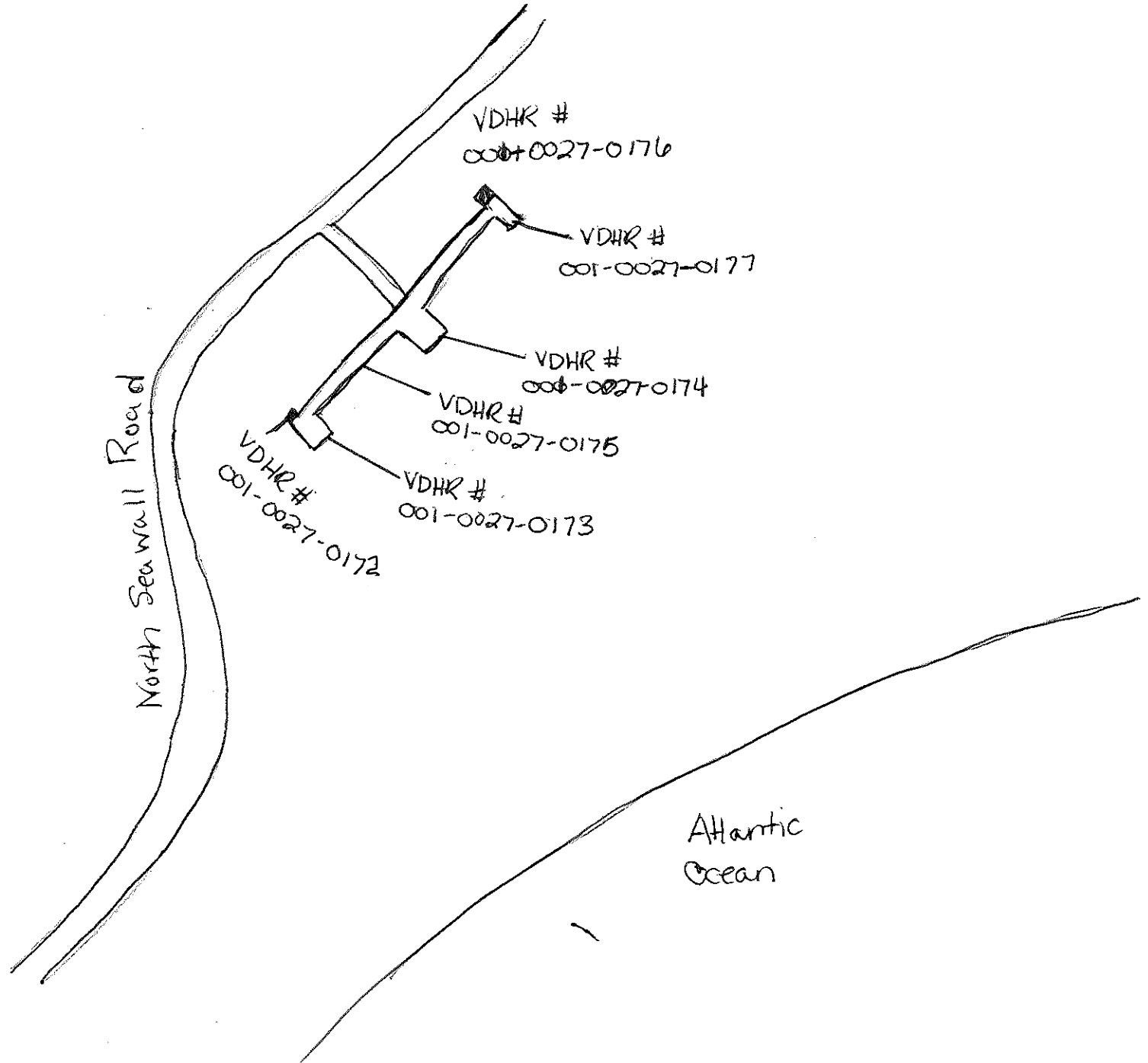
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0176

Other DHR ID#:

Resource Information

Resource Name(s): V-52, Ready Service Chemical Storage Magazine
{Current}
N-175 and Y-27 {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

Resource has not been evaluated.*

This Resource is associated with the Wallops Flight Facility

* Resource has not been formally evaluated by DHR or eligibility information has not been documented in DSS at this time.

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460622	4191688

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Ready Service Chemical Storage Magazine is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated. The building is part of the Dynamic Balance Facility. It is next to the Vertical Dynamic Balance Test Building (V-055).

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Magazine	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

This single story concrete block building rests on a concrete slab. It has only one point of entry, a single steel door, on the southwest elevation. The central door is flanked by two vents with metal covers. On the opposite elevation, there are two small

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0176

Other DHR ID#:

vents with metal covers in the top part of the wall. The building has no metal eye hooks; this building type typically has four metal eye hooks located on each corner of the roof.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: V-52 and the other eight buildings on Wallops Island of this same type (V-42, W-16, W-51, W-67, Y-16, Y-20, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as V-52 between 1956 and 1965. Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

V-52 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0176

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

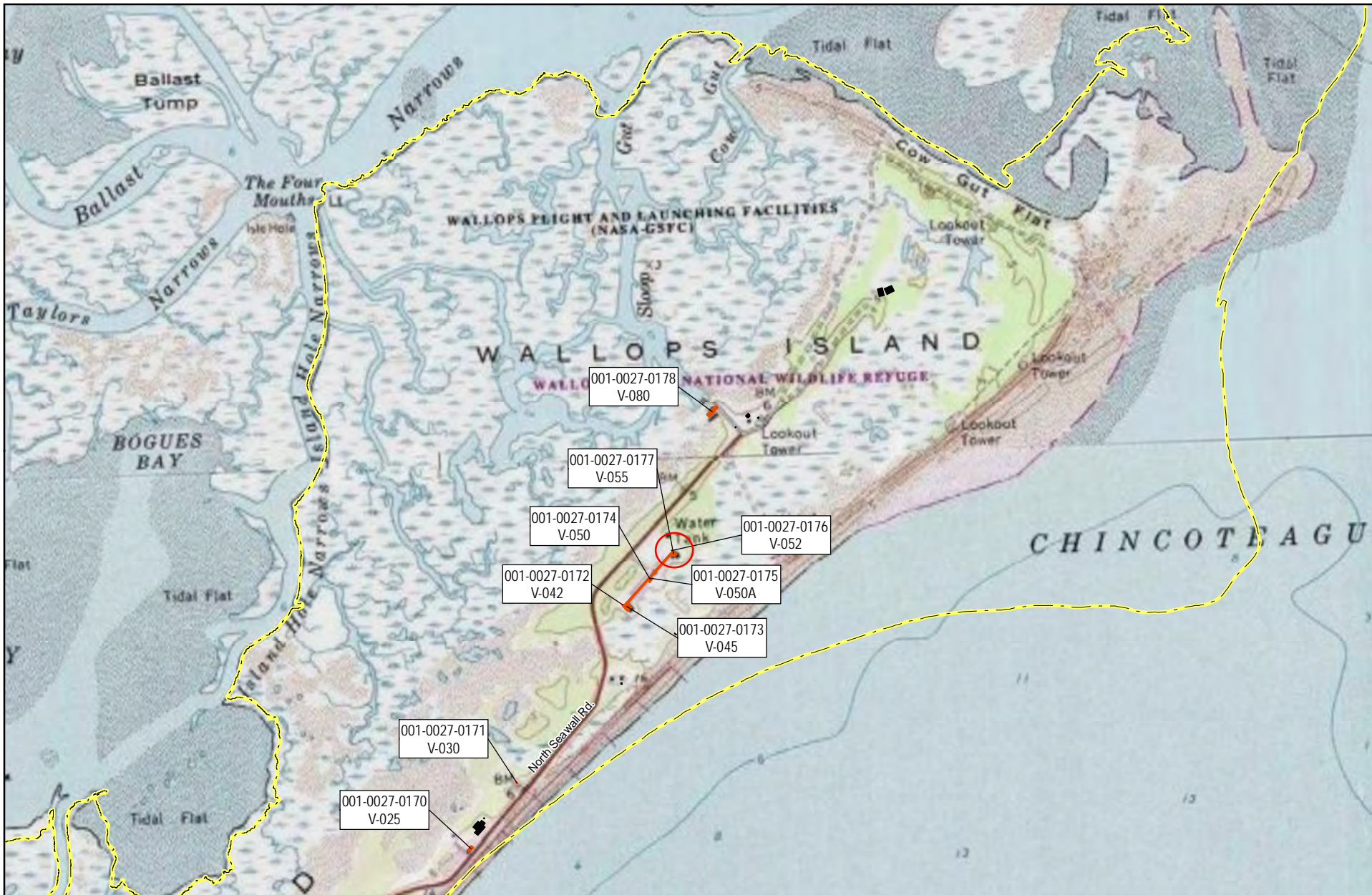
Lori Thursby and Kimberly Martin

Bridge Information

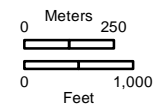
Cemetery Information

Ownership Information

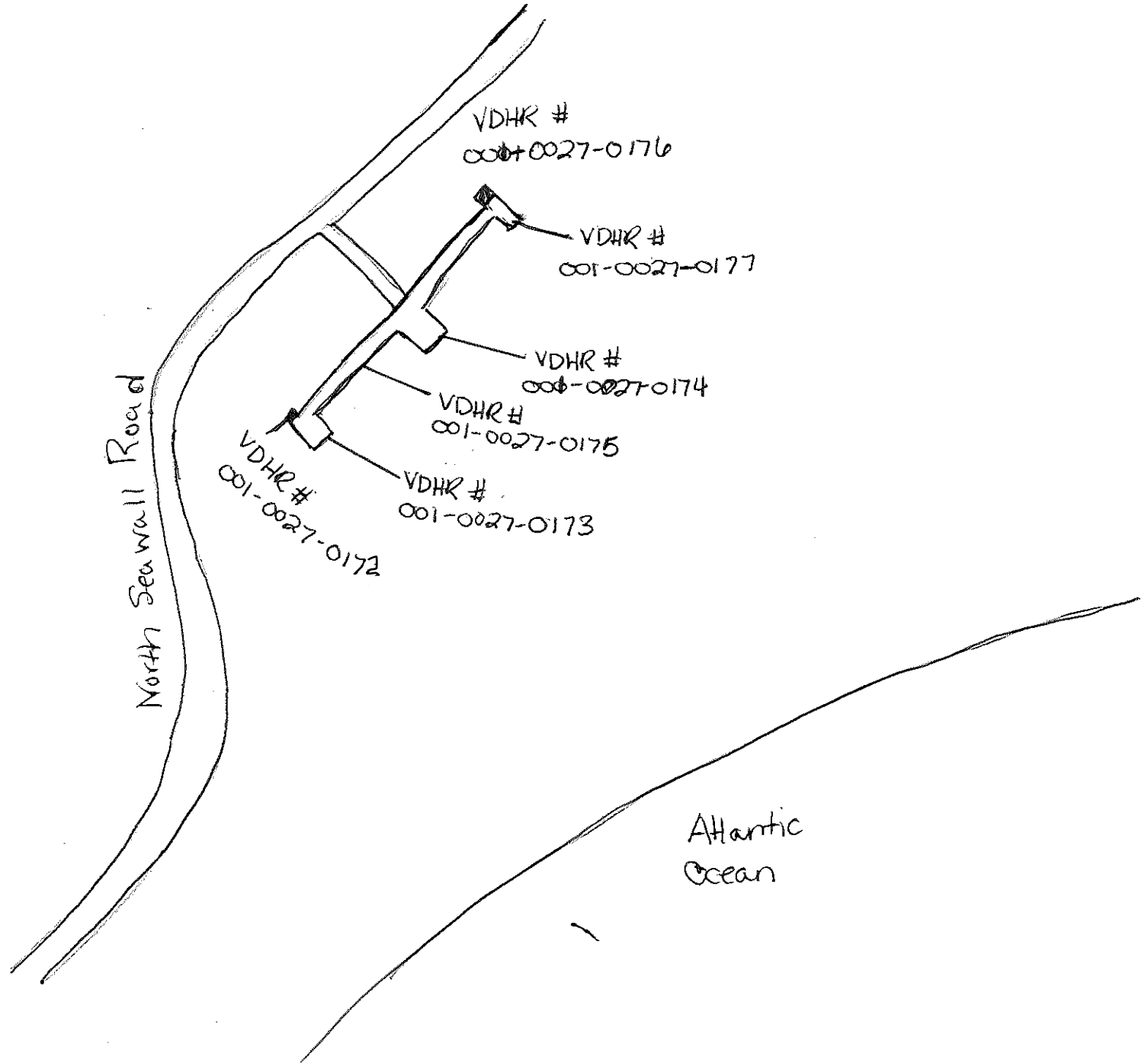
<i>Name:</i>	Unknown Unknown			
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0177

Other DHR ID#:

Resource Information

Resource Name(s): V-55, Vertical Dynamic Balance Test Building
{Current}
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460629	4191673

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Vertical Dynamic Balance Test Building is located on the north half of Wallops Island, southeast of North Seawall Road. The area is rural and isolated, surrounded mostly by pine trees. V-55 is connected to a central building, V-50, and another building, V-45, by a covered walkway, V-50A. V-50A connects to the northwest elevation; beyond the walkway is an asphalt-paved access road.

Secondary Resource Summary:

January 2011: Utility Canopy (U-50A)

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Dynamic Balance Test Building is a utilitarian building, resting on a reinforced concrete slab foundation that

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0177

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extends beyond the walls and has chamfered edges. The walls are built of precast concrete panels, with the top third constructed of translucent metal panels. The building terminates in a flat built-up roof and metal fascia. It is almost identical to V-45, except that it is several feet taller. There is a lean-to on the northeast elevation that is also constructed of precast concrete panels and a flat roof and metal fascia. An exterior ladder extends from the roof of the lean-to to the roof of the main building.

The main point of entry is on the northwest elevation through a large central overhead canvas door. The northeast elevation has a single hollow steel door in the north corner, under the covered walkway (V-50A). The northeast elevation of the lean-to has a single half-glazed metal door and a single hollow steel door. The southeast elevation has a central metal door and is sheathed in corrugated metal. The southwest elevation has no openings.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Structural System	Structural System - Frame	Metal	Structural System - Unknown
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as part of the Dynamic Balance Facility. The Vertical Dynamic Balance Test Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

V-55 is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0177

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

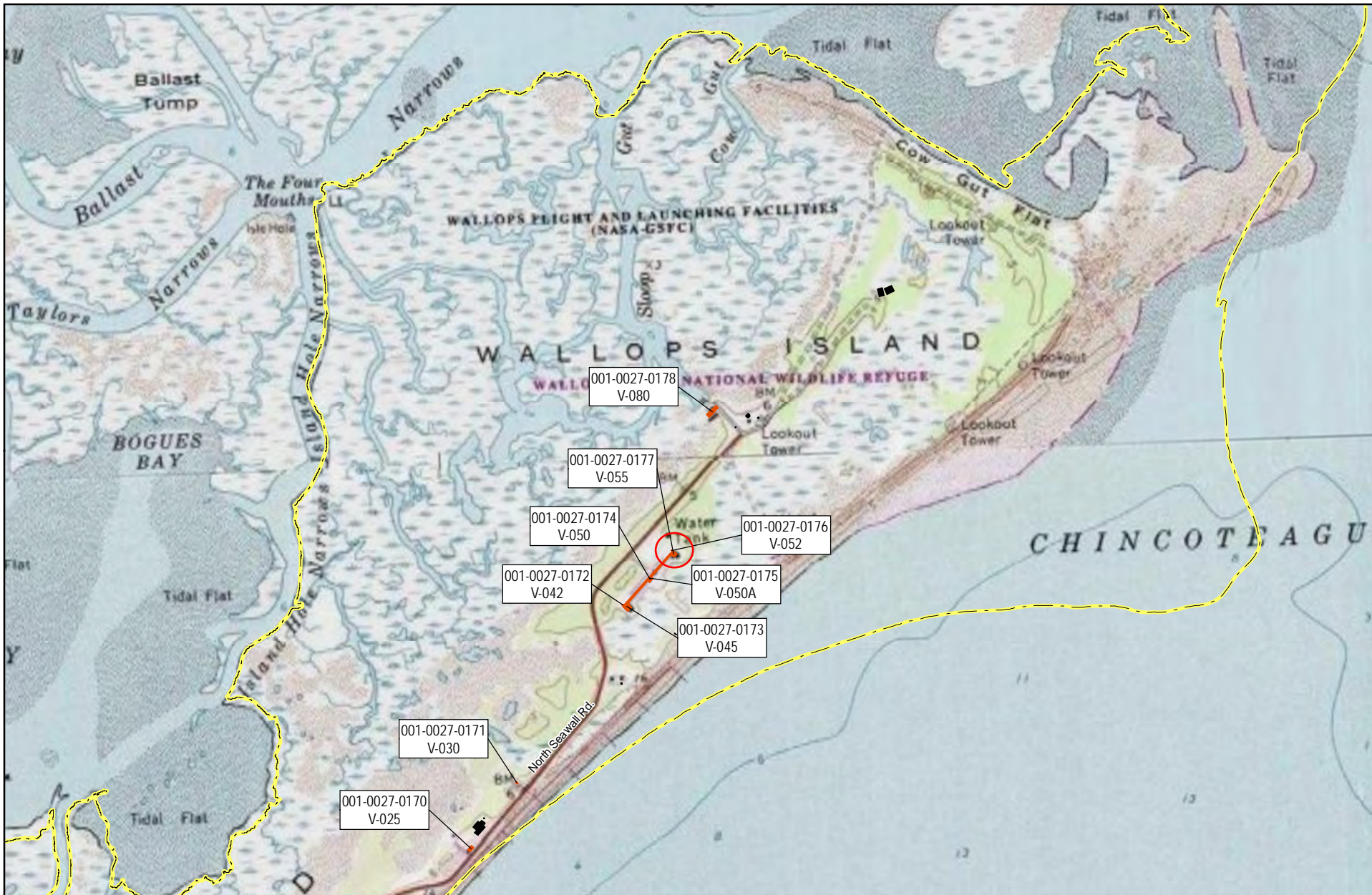
Lori Thursby and Kimberly Martin

Bridge Information

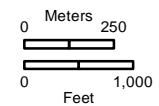
Cemetery Information

Ownership Information

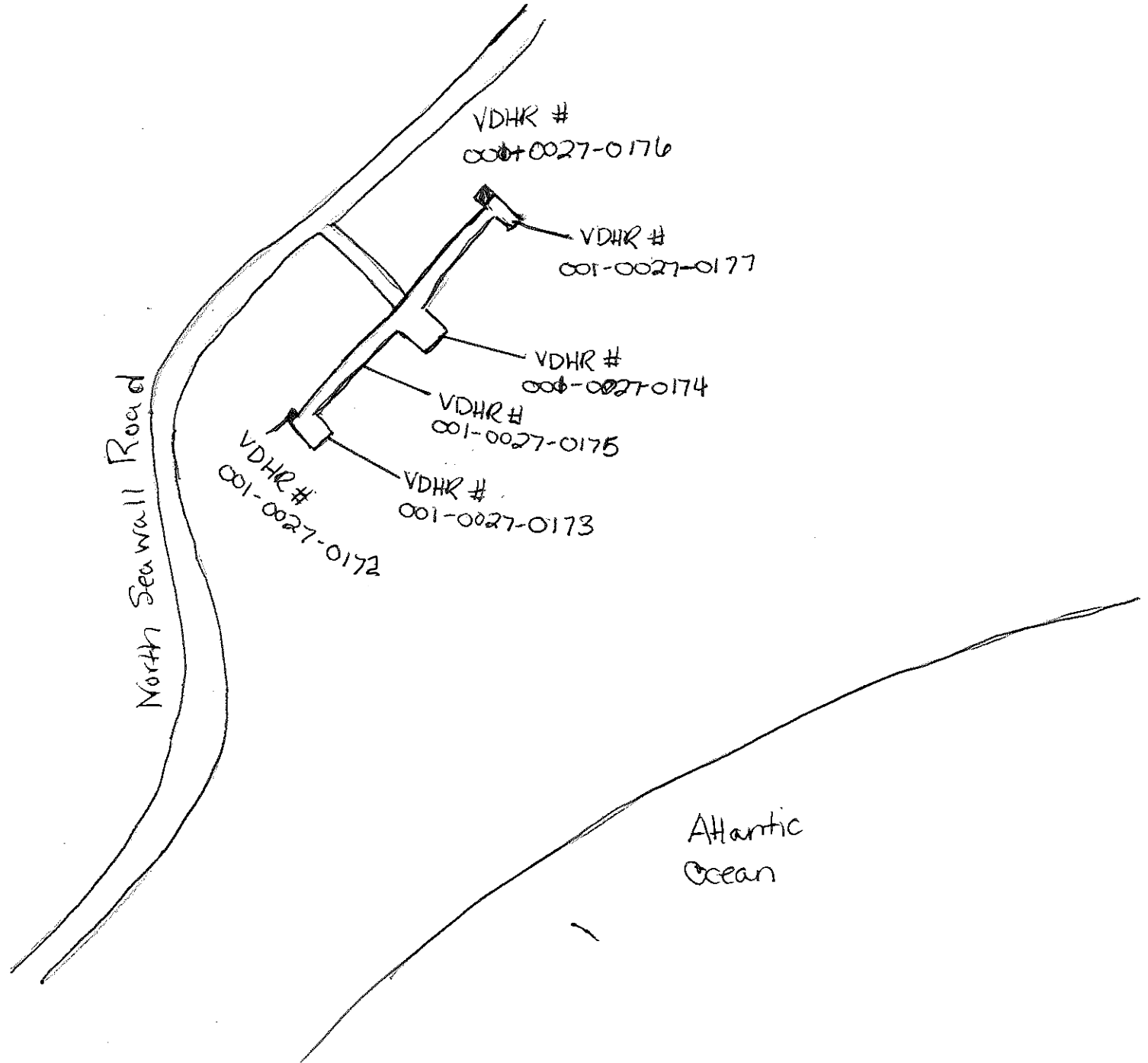
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0178

Other DHR ID#:

Resource Information

Resource Name(s): V-80, Rocket Motor Ready Storage {Current}
V-80, Vehicle Checkout Facility {Historic}

Date of Construction: 1963

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	460801	4192225

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Rocket Motor Ready Storage is located on the north half of Wallops Island, northwest of North Seawall Road. The area is rural and isolated. The building is southeast of a tributary of Ballast Narrows, and wetland grasses, trees, and shrubs are in the immediate vicinity. There is a concrete paved parking lot to the front of the building and an asphalt paved road running along the northeast side.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Storage	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Storage</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Rocket Motor Ready Storage is a metal-frame building with a flat built-up roof and aluminum fascia. The roof was originally clad in metal (WFF 2010). The building rests on a reinforced concrete slab and is sheathed in corrugated metal siding. A

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0178

Other DHR ID#:

section of the building on the southwest end is about a 1 ½ ft taller. The southwest half of the building projects about 3 ft to the southeast.

The building is defined by six bays of overhead steel rolling doors on the northwest elevation. The original overhead doors were replaced in 1970 (WFF 2011). Two doors on the southwest end are slightly taller than the rest. The northeast elevation consists of a central six-light awning window with a single hollow steel door on the north corner. The projecting portion of the building has a single hollow steel door on its northeast elevation. The southeast elevation has a single six-light awning window. The southwest elevation mirrors the northwest elevation with a central six-light awning window flanked by a hollow steel door.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Aluminum	Structural System - Siding, Aluminum
Windows	Windows - Awning	Aluminum	Windows - 6-light
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building is an example of an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as a vehicle checkout facility. Within two years it changed to rocket motor ready storage (WFF 2011).

V-80 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Rocket Motor Ready Storage building is not individually eligible for listing on the NRHP because it lacks significance. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building retains its historic integrity; nonetheless, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0178

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

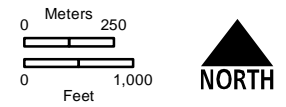
Cemetery Information

Ownership Information

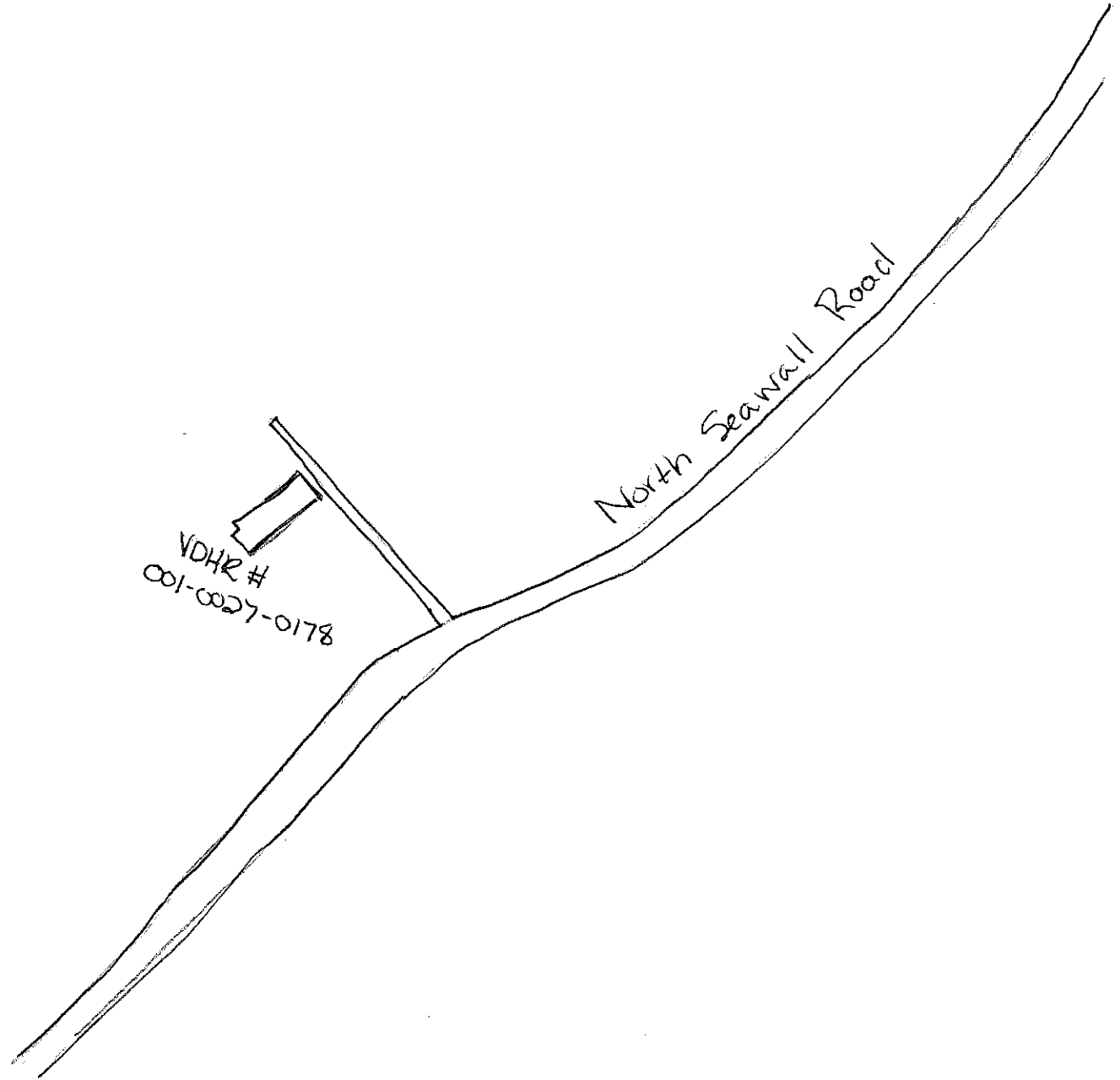
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0179

Other DHR ID#:

Resource Information

Resource Name(s): W-10, Launch Area Cable Terminal Building
{ Current }

Date of Construction: 1960

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Bypass Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

	<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
<i>UTM Center coordinates :</i>	1983	18	460787	4189219
<i>UTM Data Restricted?.</i>	No			

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Terminal Building is located adjacent to Launch Area 3b, which is on the north half of Wallops Island, east of North Bypass Road. It is near the shore in an open and flat area. A concrete paved area is in front of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Launch Area Terminal Building is a simple, one-story concrete building with a flat roof and metal fascia. It rests on a concrete slab and has only one opening: a set of hollow steel double doors with view windows on the northwest elevation. A concrete stoop is in front of the entrance. A large metal conduit box is affixed at the corner of the southeast elevation that contains

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0179

Other DHR ID#:

cables extending from Blockhouse No. 3 (W-20). A raised metal track that carries cables extends from the northeast elevation

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Stuccoed

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). W-10 is the terminal building for Launch Pad 3b. Construction of the terminal building was completed in 1960.

The Launch Area Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0179

Other DHR ID#:

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

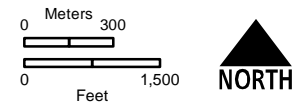
Cemetery Information

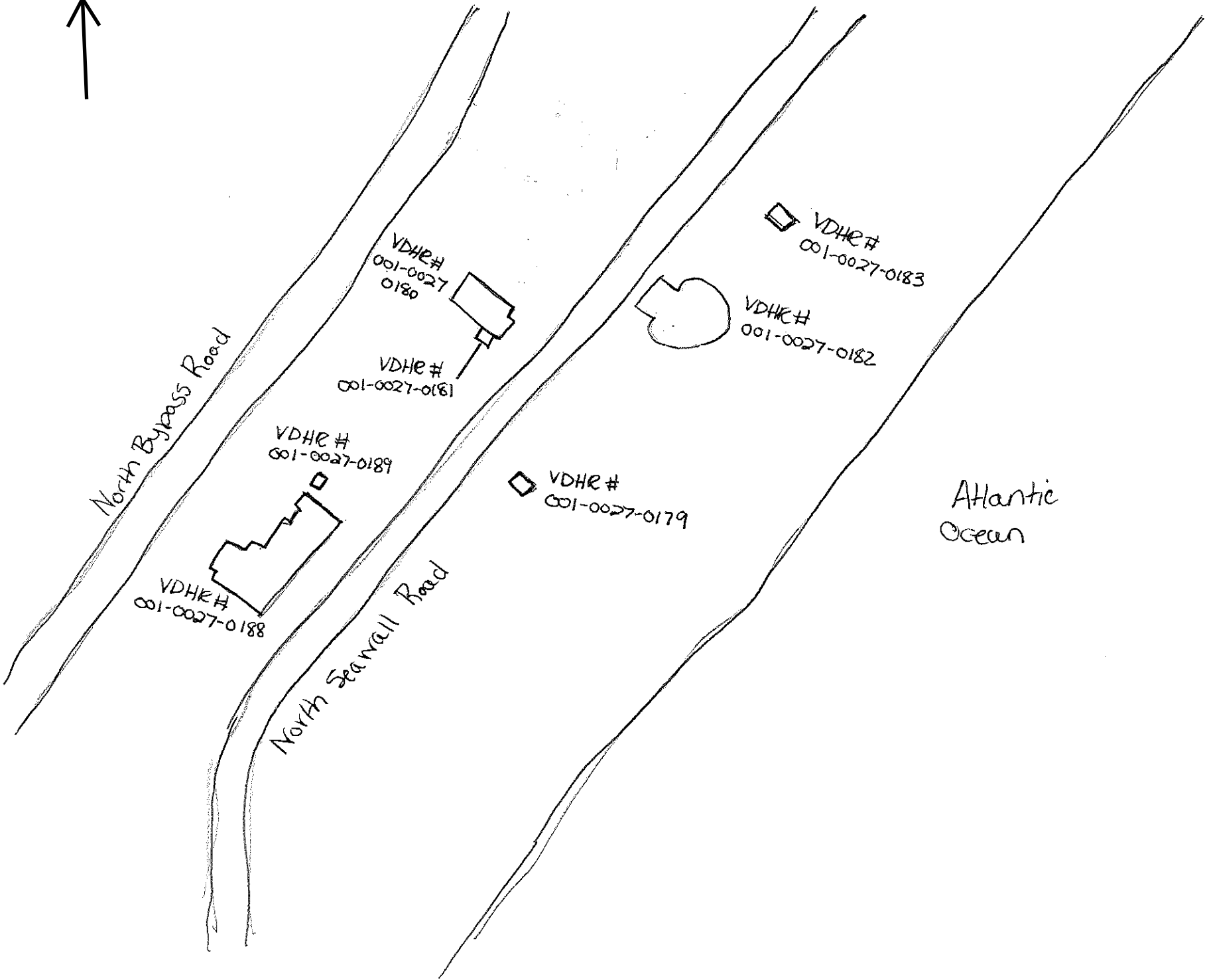
Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0180

Other DHR ID#:

Resource Information

Resource Name(s): W-15, Assembly Shop No. 4 {Current}
Maintenance Building {Historic}

Date of Construction: 1964

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Bypass Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458446	4189351

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: Assembly Shop No. 4 is located on the north half of Wallops Island, east of North Bypass Road. Across the street by approximately 600 ft is the ocean shore, which is lined by large riprap. A concrete pad in front of the building is used for equipment storage and vehicle parking. The immediate surrounding area is grass, but there is tall grass and trees beyond to the rear and side of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Workshop	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: Assembly Shop No. 4 is a composed of two parts: the original building and a 60 ft by 20 ft addition on the northeast side, which was completed after the original building was moved to this site in 1964 (WFF 2011). The original building is

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0180

Other DHR ID#:

constructed of concrete block and sheathed with ribbed metal panels. The addition is prefabricated metal construction. Both components stand on a reinforced concrete foundation and terminate in front gable roofs clad in metal. The metal roofing and siding were installed in 1996 (WFF 2011). The southeast elevation has a central overhead steel door and a single hollow steel door with a view window on the original building. The original overhead door and all personnel doors were removed and replaced in 1977 and then again in 1996 (WFF 2011). The 1964 addition has a set of double hollow steel doors with view windows and a pair of one-over-one aluminum windows. The northeast elevation of the original building has no openings. The addition has two sets of triple and one set of double one-over-one aluminum windows. All the windows were installed in 1996, replacing the original ones. The southwest elevation has no openings. The northwest elevation features two single hollow steel doors. A wood platform on a concrete pad is located between the original building and the 1964 addition; this platform provides storage for an HVAC unit. A small lean-to with a shed roof is also on the northwest side of the building. The lean-to has a single hollow steel door on the southwest elevation and an external concrete block chimney on the northeast elevation

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Metal	Structural System - Siding
Structural System	Structural System - Log	Concrete	Structural System - Block
Porch	Porch - Stoop	Concrete	
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Roof	Roof - Gable, Front	Metal	Roof - Corrugated
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, development on the north part of Wallops Island primarily consisted of target installations. W-15 was one of the few buildings erected on the island in this period. The Navy constructed this building in 1957 in an area designated for maintenance, which was generally in the area of the present Dynamic Balance Facility. In 1964, five years after the base was transferred to NASA, the building was moved to its present location, expanded with a prefabricated metal addition, and used as an assembly shop (WFF 2011).

W-15 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

Assembly Shop No. 4 is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location, W-15 was evaluated under Criteria Consideration B in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design. The materials and workmanship have been compromised by removal and replacement of the historical siding, roofing, doors, and windows.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0180

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

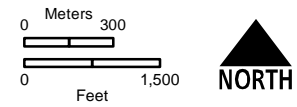
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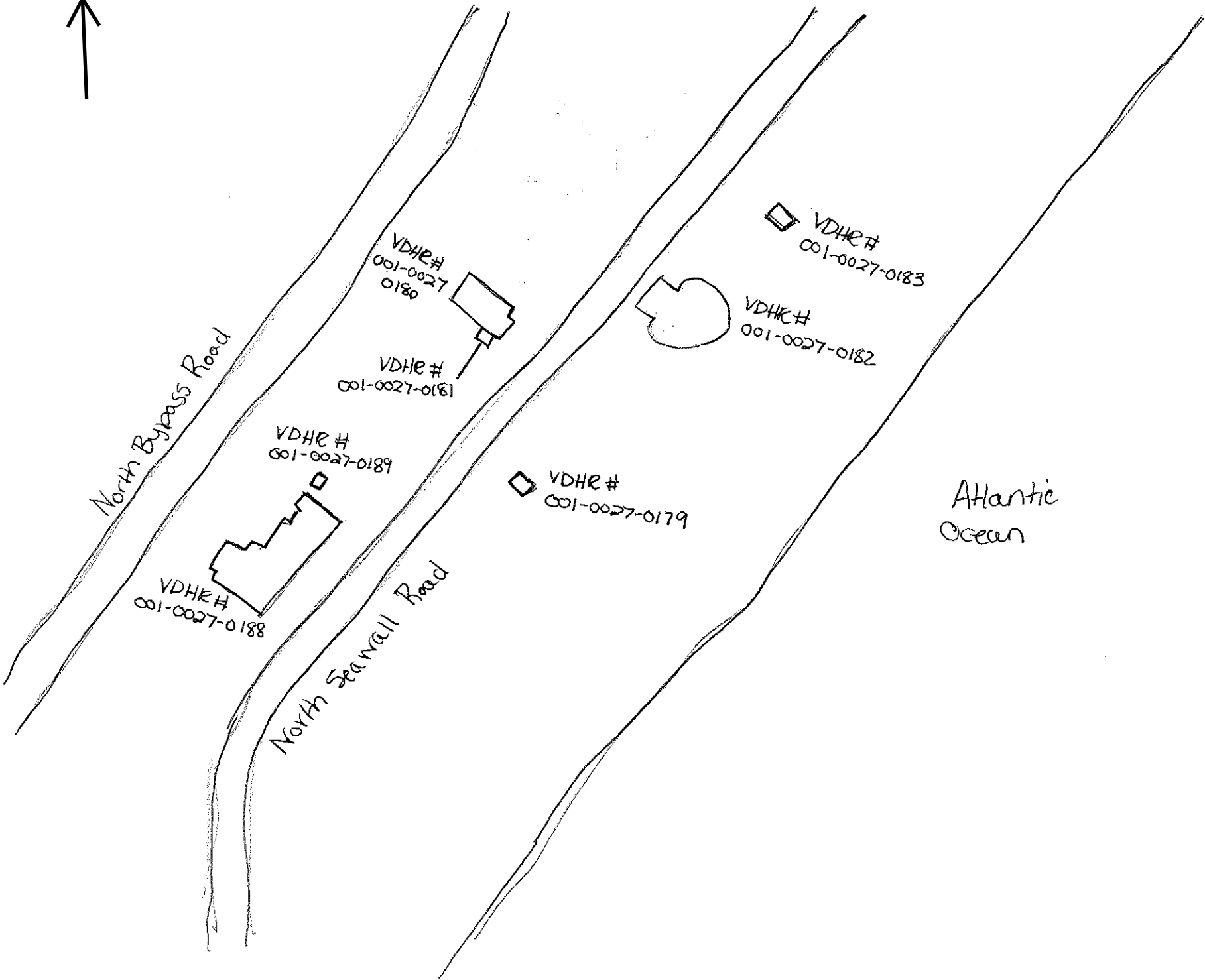
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0181

Other DHR ID#:

Resource Information

Resource Name(s): W-16, Ready Storage Cubicle {Current}
N-177 {Historic}
Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Bypass Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458421	4189329

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Ready Storage Cubicle is located on the north half of Wallops Island, northwest of North Bypass Road. W-16 stands at the south corner of Assembly Shop No. 4 (W-015). The area immediately around the buildings is grass, but there is tall grass and trees to the rear and side.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northeast elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. On the opposite elevation, there are two small vents with metal covers in the top of the wall. Four steel eye hooks are embedded in each

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0181

Other DHR ID#:

corner of the roof. Cables run through the hooks, connecting it to W-15, Assembly Shop No. 4.

W-16 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type are extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: W-16 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-51, W-67, Y-16, Y-20, Y-37, Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as W-16 between 1956 and 1965. Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

W-16 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. This resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0181

Other DHR ID#:

Digital Images

January 2011

L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

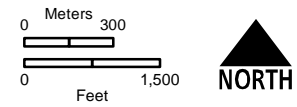
Zip: 23337 *State:* Virginia *Country:* USA

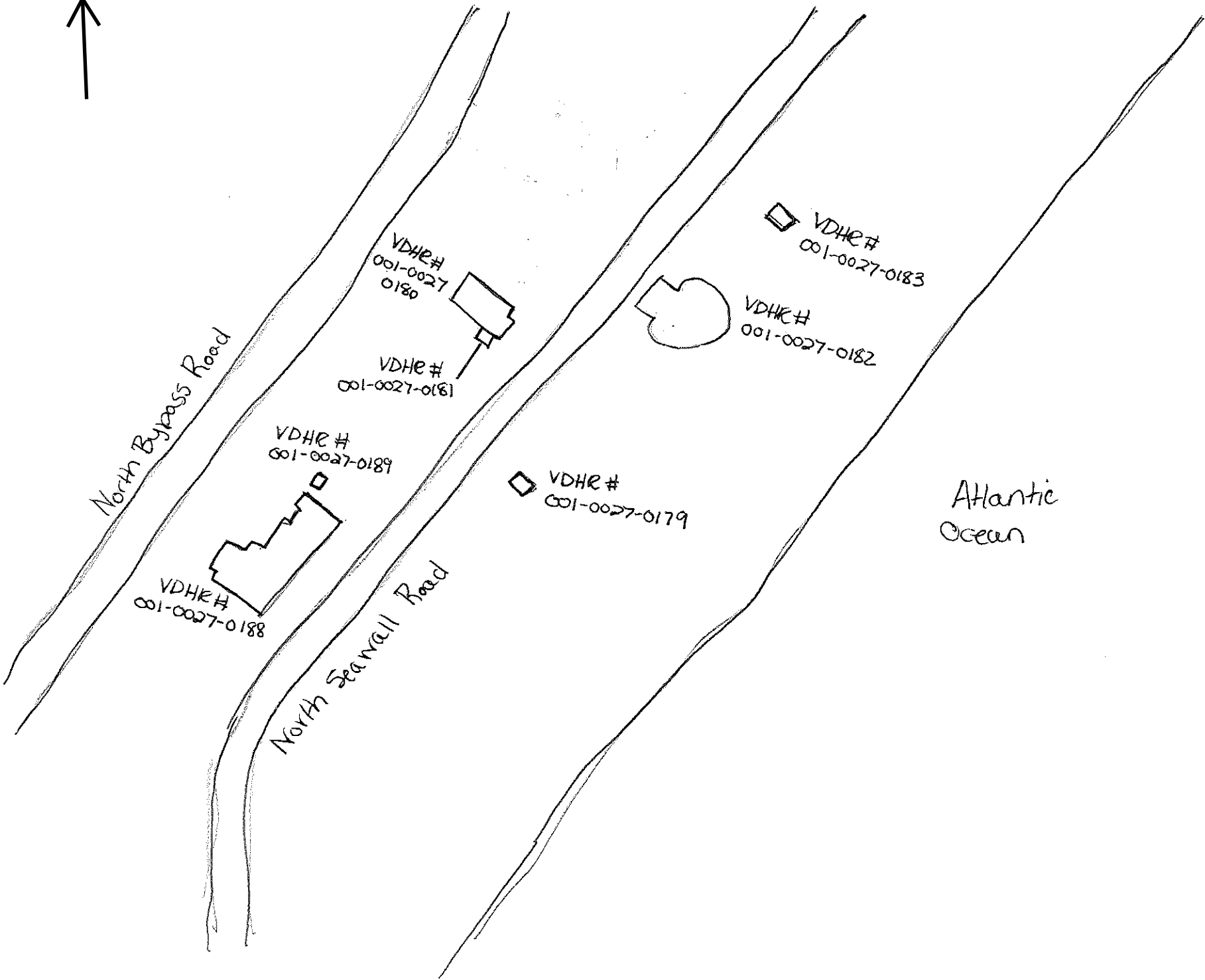
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0182

Other DHR ID#:

Resource Information

Resource Name(s): W-20, Blockhouse No. 3 {Current}

Date of Construction: 1960

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Bypass Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458421	4189348

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: Blockhouse No. 3 is located on the north half of Wallops Island, east of North Bypass Road. It is situated close to Mainland Road, in a flat, open area. Tall grass and shrubs grow on the southwest side of the buildings. Elevated metal tracks that carry cables run parallel to the road and then extend from the northeast and southwest, into the building. A fuel tank, resting on a concrete base, is located at the front corner of the building.

Secondary Resource Summary:

January 2011: fuel tank on a concrete base

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: Blockhouse No. 3 is composed of two parts, a one-story, rectangular, concrete portion on the front and two-story, hemispherical, reinforced concrete structure on the back. The dome was covered with protective sand and then sprayed with a layer

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0182

Other DHR ID#:

of gunite concrete. The roofing membrane system of the dome has been replaced three different times, most recently in 2002 with the installation of a new modified bitumen system with rigid insulation (WFF 2011). The rectangular part has a flat built-up roof and metal fascia. The entire building rests on a reinforced concrete slab.

The northwest elevation features a concrete loading dock or platform in front of four bays of openings. The platform has a set of metal stairs on one end with a metal tube railing surrounding it. There are two sets of double hollow steel doors interspersed with two pairs of double aluminum fixed over awning windows. The south half of the northwest elevation originally contained two bays of overhead doors. The original multi-light, steel-sash awning windows were replaced with the current ones in 1987 (WFF 2011). A pair of windows appears to have been filled in on the southwest elevation. A louvered window is located directly beneath a metal stair with metal tube railing, which leads to the roof. A second set of metal stairs leads to a round observation deck on the roof of the dome.

The northeast elevation has a pair of replacement aluminum fixed over awning windows. Two wood frame decks, supporting mechanical equipment, rest on a concrete pad. The dome has 4 ft-tall walls around its perimeter and rubble concrete stairs extending to the northeast and southwest. A metal vent pierces the southeast side of the dome and a large crack, which has been covered with asphalt roll, can be seen on the same elevation.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Porch	Porch - Loading dock	Concrete	
Windows	Windows - Awning	Metal	Windows - 1-light
Windows	Windows - Fixed	Metal	Windows - 1-light
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). Construction of this blockhouse was completed in 1960. It houses control equipment used during the launchings of large rockets from Launch Areas 3b, 4, and 5. A closed-circuit television camera at the apex of the dome provides surveillance of each of the three launch areas (WFF 2011).

Blockhouse No. 3 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

W-20 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Blockhouse No. 3 has diminished integrity. The building is in its historical location. The setting of the site, however, has experienced several recent changes that have altered the historical character of the surroundings. They include the addition of a few post-1965 buildings across the street, the addition of an extended launch slab northeast of the adjacent Launch Area 3b, the addition of a post-1965 launch area to the southwest of Launch Area 3b, and the removal of the historical timber pile seawall and groins. The building’s integrity of design, materials, and workmanship have been compromised by the removal of two bays of overhead doors that faced the loading dock,

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0182

Other DHR ID#:

the removal and replacement of all windows and personnel doors, and the replacement of the historical roofing system. The design and material changes to the building and its setting have adversely affected the integrity of feeling. The integrity of association is largely intact.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

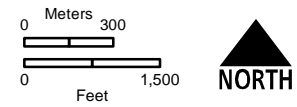
Cemetery Information

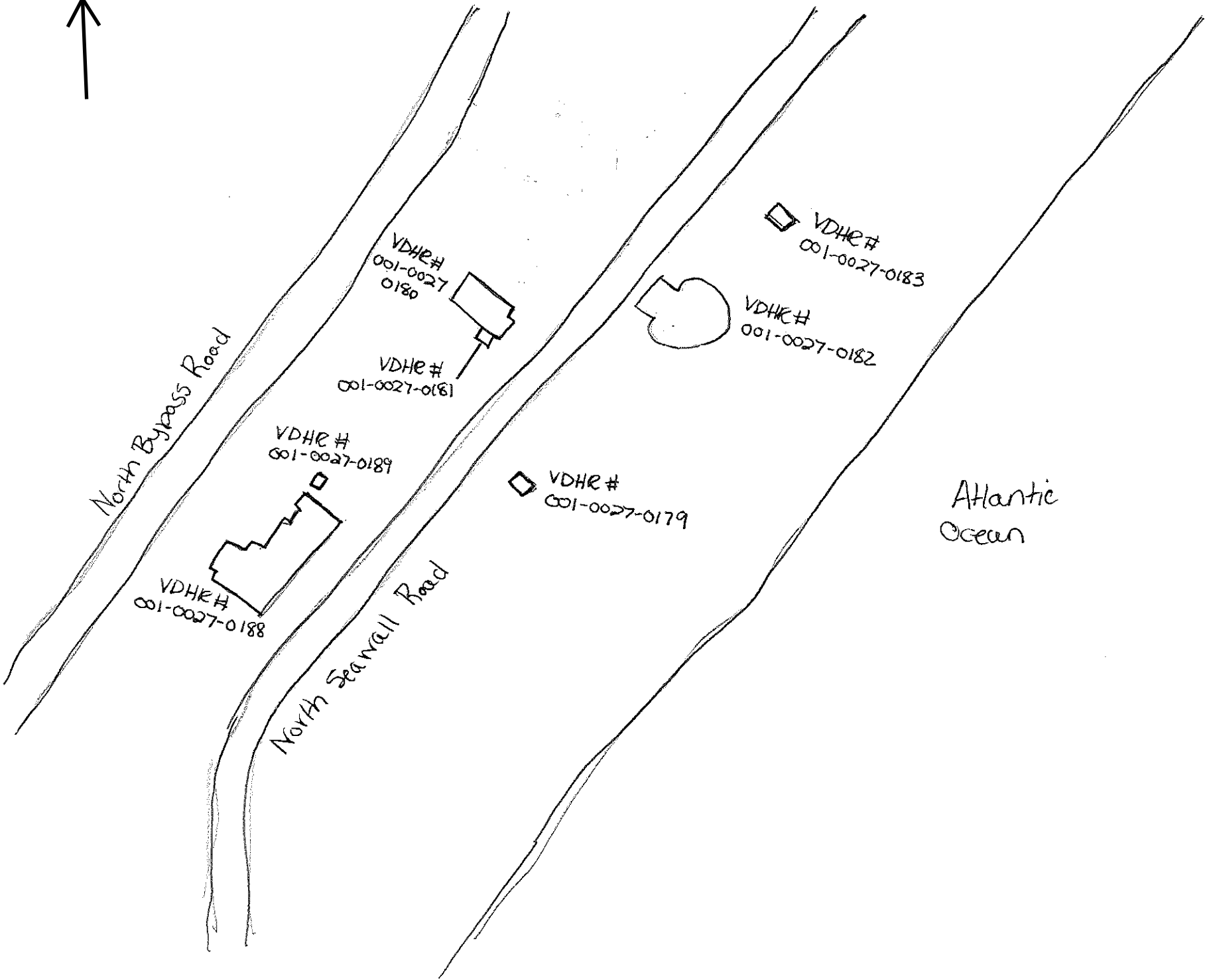
Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0183

Other DHR ID#:

Resource Information

Resource Name(s): W-35, Terminal Building Launch Area No. 4
{Current}
Date of Construction: 1960
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458622	4189403

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: : This Terminal Building is located adjacent to Launch Area No. 4, which is on the north half of Wallops Island, east of North Bypass Rd. It is in the middle of a row of three buildings. The area, next to the ocean, is open and flat. A separate concrete access road leads to the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Terminal Building is a simple, one-story concrete building with a flat built-up roof and metal fascia. It rests on a reinforced concrete slab and has only one opening, a set of hollow steel double doors with view windows on the northeast

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0183

Other DHR ID#:

elevation. A cantilevered concrete hood provides cover to the doors and a concrete stoop. The southwest elevation has a set of wooden stairs leading to the roof. A conduit box is located at the corner of the elevation, near the bottom of the stairs, and contains cables extending from Blockhouse No. 3 (W-20).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Porch	Porch - Stoop	Concrete	
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. W-35 was constructed in 1960 as the terminal building for Launch Pad 4.

The Terminal Building Launch Area 4 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0183

Other DHR ID#:

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

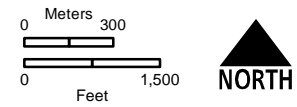
Cemetery Information

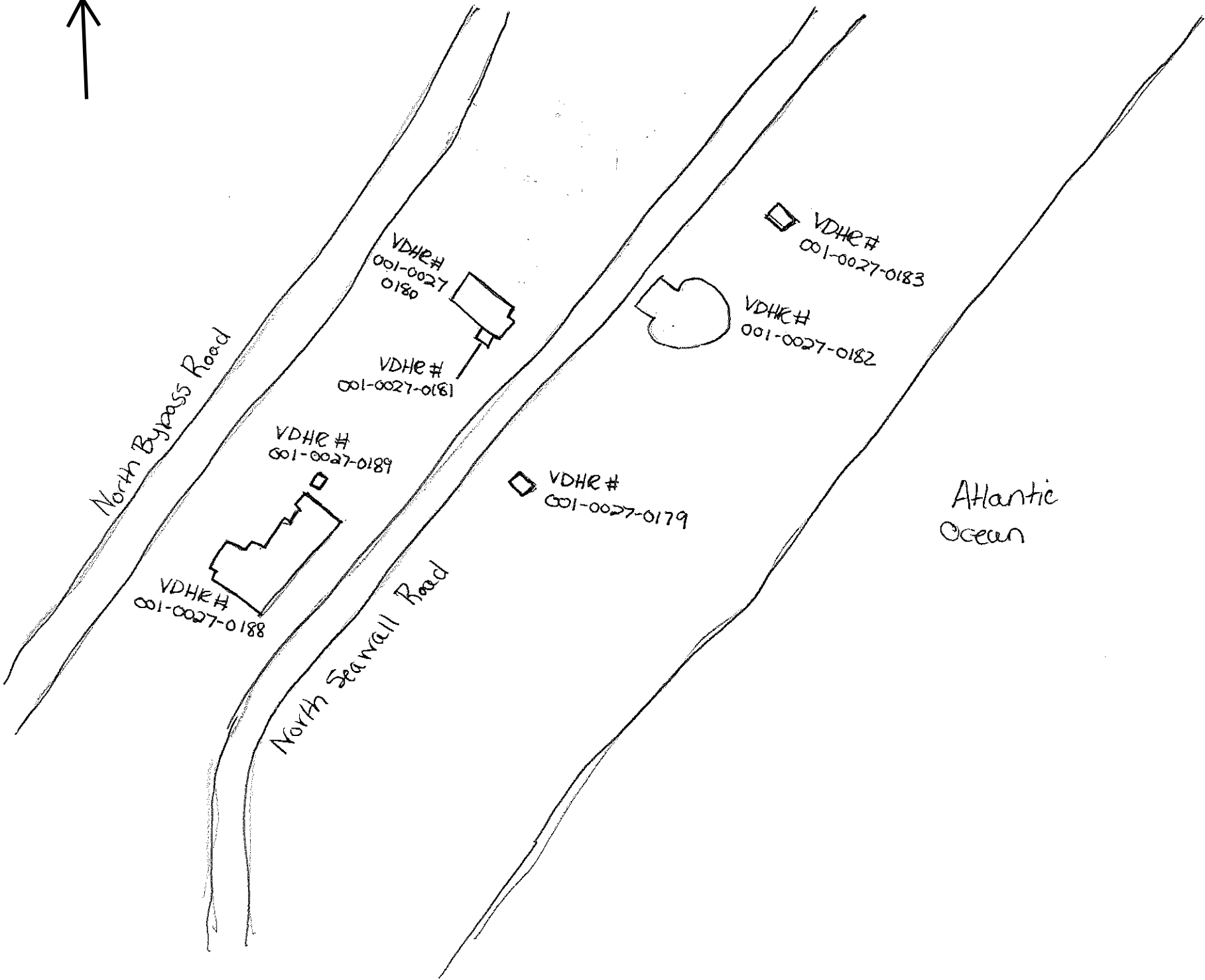
Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 2337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0184

Other DHR ID#:

Resource Information

Resource Name(s): W-40, Assembly Shop No. 5 {Current}

Date of Construction: 1964

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458665	4189609

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: Assembly Shop No. 5 is located on the north half of Wallops Island, east of North Bypass Road. Across the street by approximately 600 ft is the ocean shore, which is lined by large riprap. A new building was recently constructed to its northeast. There is a concrete pad in front of the building used for equipment storage and vehicle parking and an asphalt parking lot behind it for a new building. The immediate surrounding area is grass, but there is tall grass and trees beyond the rear and side of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Workshop</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: Assembly Shop No. 5 is a composed of two parts, the original building and a 60 ft by 20 ft addition on the northeast side, which was completed after the original building was moved to this site in 1964 (WFF 2011). There is a discrepancy in the real

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0184

Other DHR ID#:

property records concerning the date of construction of Building W-40 as either 1957 or 1960 (WFF 2011). The original building is constructed of concrete block and sheathed with insulated metal panels. The addition is prefabricated metal construction. Both components stand on a reinforced concrete foundation and terminate in front gable roofs clad in metal. The metal roofing and siding were installed in 1996 (WFF 2011). The southeast elevation has a central overhead steel door and a single hollow steel door on the original building. The 1964 addition has a set of double hollow steel doors and a pair of one-over-one aluminum windows. The northeast elevation has no openings on the original building. The addition has two sets of triple and one set of double one-over-one aluminum windows. The southwest elevation consists of two sets of triple one-over-one aluminum windows. The northwest elevations features two single hollow steel doors, with one situated in each part. All windows and doors are replacements. The windows were originally either six-light fixed units or horizontal sliding units (WFF 2010). Two metal hoods are affixed to the building; the hood on the original building provides cover to the door, but the hood on the addition is on the opposite side from the door. Two wood decks on concrete pads are located on the northwest elevation; these provide storage to HVAC units. A small lean-to with a shed roof is also on the northwest side of the building. The lean-to has a single hollow steel door and a metal stack that pierces the corner of the roof.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Metal	Structural System - Siding
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Porch	Porch - Stoop	Concrete	
Windows	Windows - Sash, Double-Hung	Aluminum	Windows - 1/1
Roof	Roof - Gable, Front	Metal	Roof - Corrugated

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building is representative of an Industrial resource type built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. Different real property records list the date of construction of this building as 1957 or 1960. The building is not identified on a 1957 map of Wallops Island; however, it is nearly identical in design to W-15, which was built by the Navy in 1957 for the NAOTS. The Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, development on the north part of Wallops Island primarily consisted of target installations. In 1964, five years after the base was transferred to NASA, the building was moved to its present location, expanded with a prefabricated metal addition, and used as an assembly shop (WFF 2011). Available sources did not indicate the original location of the building.

W-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

Assembly Shop No. 5 is not individually eligible for listing on the NRHP because it lacks significance and integrity. Because it was moved from its original site to its current location, W-40 was evaluated under Criteria Consideration B in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design.

The materials and workmanship have been compromised by removal and replacement of the historical siding, roofing, doors, and windows.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0184

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

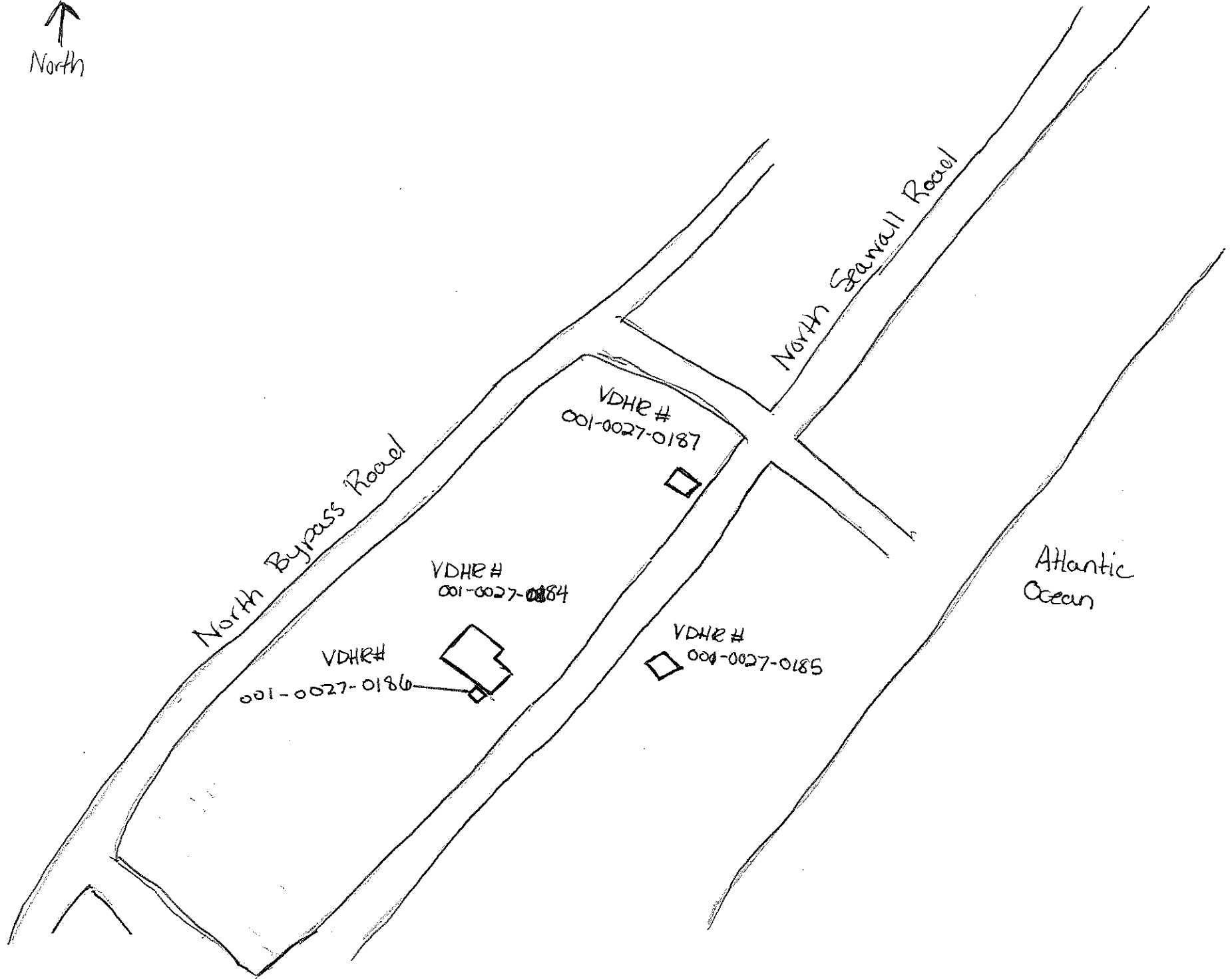
City: Wallops Island

Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property

Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0185

Other DHR ID#:

Resource Information

Resource Name(s): W-50, Launch Area Cable Terminal Building
{Current}
Date of Construction: 1960
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458784	4189596

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Launch Area Cable Terminal Building is located on the north half of Wallops Island, east of North Bypass Road. It is set back from an access road in a grass field. A large new building was constructed across the street. riprap Behind the building is the rip rap-lined seashore.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Terminal Building is a simple, one-story concrete and concrete block building with a flat built-up roof and metal fascia. A thin metal membrane has been placed over the fascia and is in poor condition. The building rests on a reinforced concrete

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0185

Other DHR ID#:

slab and has only one opening, located on the northwest elevation. The opening consists of a central set of double hollow steel doors with a concrete stoop. There is window structure visible beside the door, but it has been filled in. Additional evidence of openings, now filled in, can be seen on the southwest elevation. According to the real property records, the building had louvered windows installed in 1976; none remain today (WFF 2011). There are two metal conduits on southwest elevation. The southeast elevation has no opening and the northeast elevation was inaccessible.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Parged
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. The planned expansion of Wallops Station after becoming a NASA facility included construction of two launch pads (3b and 5), a blockhouse between them (W-20), and terminal buildings at each launch pad (W-10 and W-50). W-50 is the terminal building for Launch Pad 5. Construction of the terminal building was completed in 1960.

The Launch Area Cable Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

W-50 is not individually eligible for listing on the NRHP because it lacks significance. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0185

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

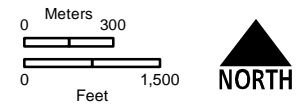
Cemetery Information

Ownership Information

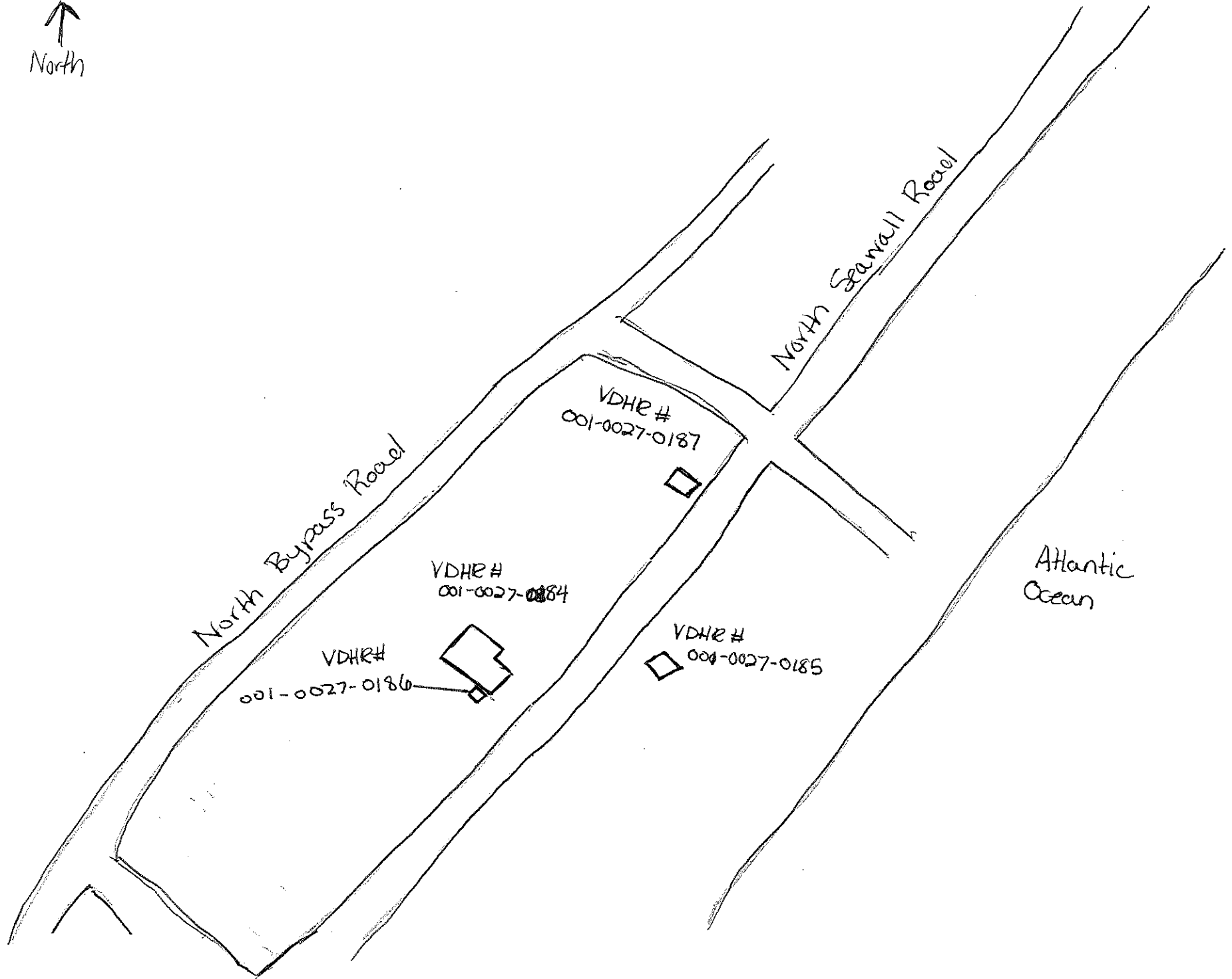
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0186

Other DHR ID#:

Resource Information

Resource Name(s): W-51, Launch Pad 5 Firing Cubical {Historic}
W-51, Flammables Storehouse Ready Magazine
{Current}
B-187 {Historic}

Date of Construction: 1956

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s):

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458462	4200310

UTM Center coordinates :

UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Flammables Storehouse is located on the north half of Wallops Island, east of North Bypass Road. Across the street by approximately 600 ft is the ocean shore, which is lined by large riprap. A new building was recently constructed to its northeast. The immediate surrounding area is grass, but there is tall grass and trees beyond to the rear and side of the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1956 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0186

Other DHR ID#:

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northwest elevation. The central door does not have a projecting metal lintel, which is typical for this building type. The entry is flanked by two vents with metal covers. On the opposite elevation there are two small vents in the top of the wall. A metal plate has been added to the center of the wall. Unlike other buildings of this type, W-51 does not have steel eye hooks in each corner of the roof.

W-51 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: W-51 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-67, Y-16, Y-20, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as W-51 between 1956 and 1965. Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

W-51 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0186

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L. Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

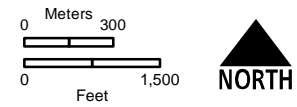
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

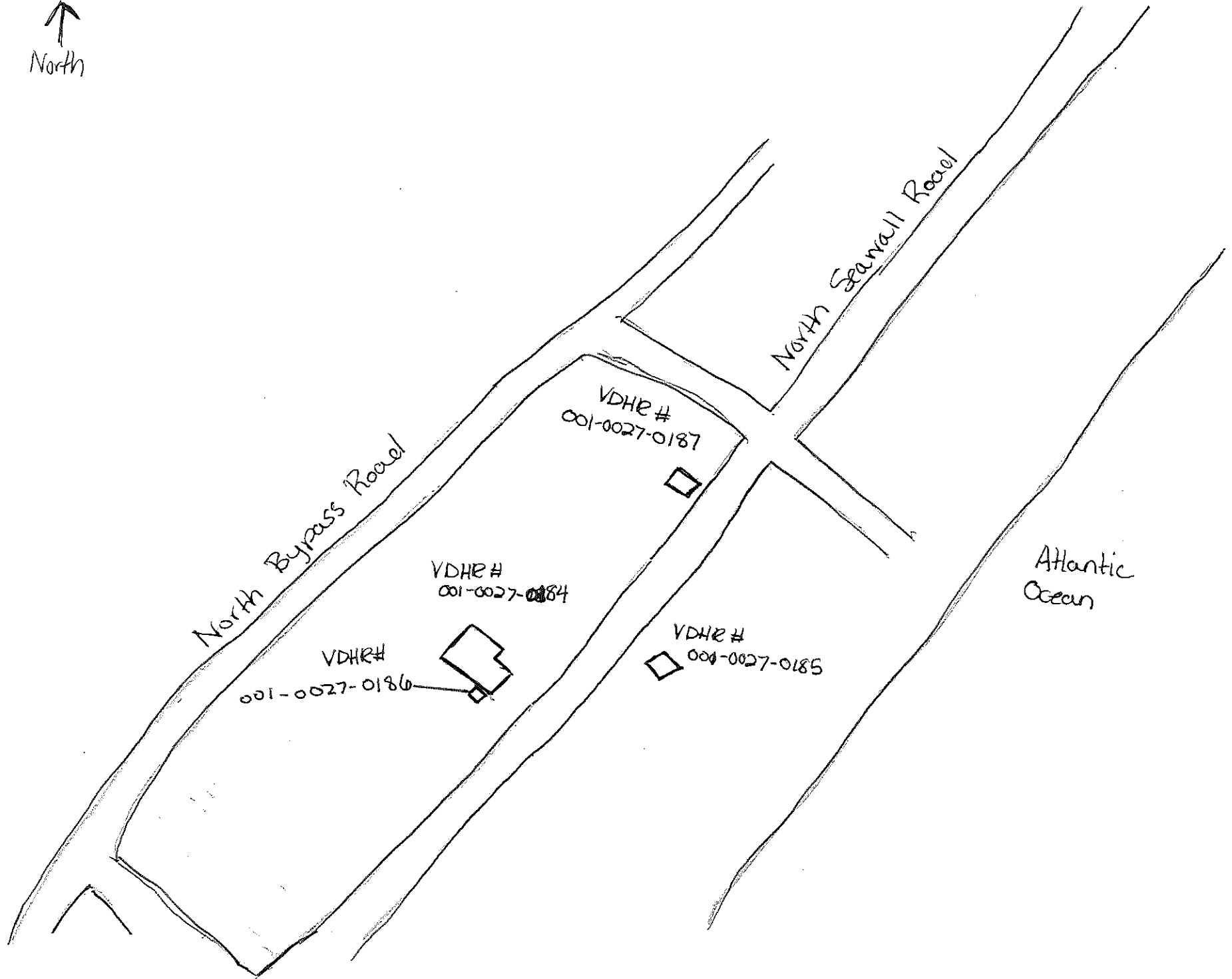
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0187

Other DHR ID#:

Resource Information

Resource Name(s): W-57, Microwave Rain Attenuation Tower
{Current}
Date of Construction: 1961
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458659	4189588

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Microwave Rain Attenuation Tower is located on the north half of Wallops Island, east of North Bypass Road. It is set back from an access road next to a grass field. A concrete paved area extends to the southwest. A small building (W-54) is across the street from the tower. Behind the tower is the ocean shore, which is lined by large riprap.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1961 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The tower is a tapered, steel framed structure, bolted to steel plates on each corner of a concrete slab. The first tier has steel L-shaped framing; the remaining tiers have intersecting diagonal steel angles. An exterior metal ladder with a metal cage extends along the northeast elevation. It leads to a metal platform and a satellite dish, protected by a gabled canopy, directly above

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0187

Other DHR ID#:

it. The canopy's roof, as well as its northwest and southeast sides, is covered in corrugated metal. The tower originally was located in another location and used for the Television Infra-Red Observation Satellite (TIROS) weather tracking program (Wallace, 1997).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Gable, Front	Steel	Roof - Corrugated

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this structure in 1961.

This tower has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

W-10 is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. W-57 retains integrity, but it is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
Non-Contributing: 1		

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0187

Other DHR ID#:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

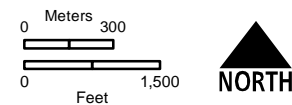
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

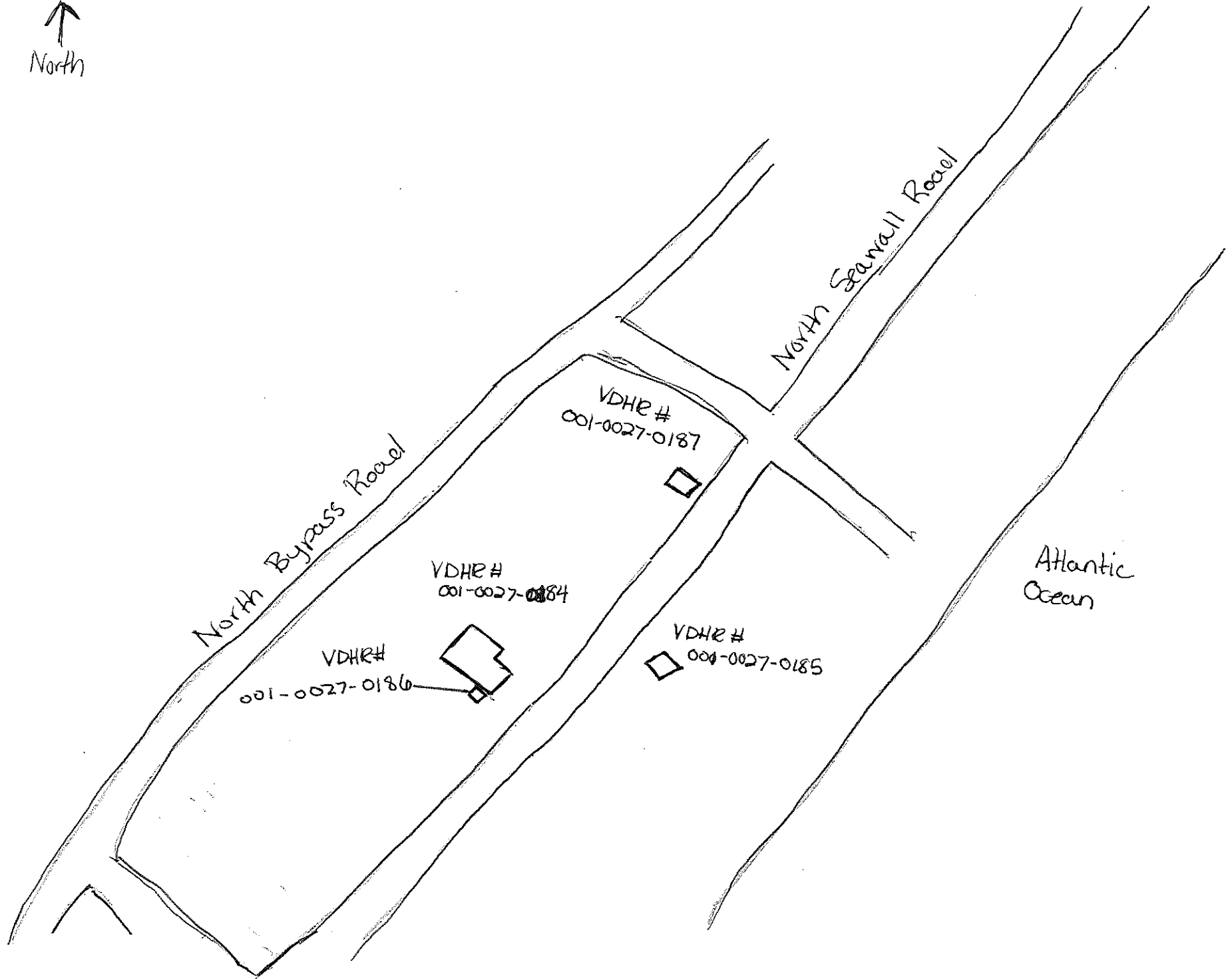
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0188

Other DHR ID#:

Resource Information

Resource Name(s): W-65, Checkout and Assembly Shop No. 3
{Current}
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Bypass Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458289	4189188

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: Checkout and Assembly Shop No. 3 is located on the north half of Wallops Island, northwest of North Bypass Road. A concrete pad surrounds the building. The immediate area around the building is grass, but there is tall grass beyond to the rear. Across the street by approximately 600 ft is the shoreline, which is covered by large riprap.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Workshop	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Workshop</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: Checkout and Assembly Shop No. 3 is a reinforced concrete building with a flat built-up roof and aluminum fascia. The building originally consisted of five bays of shops; a sixth bay was appended to the southeast end of the building in 1965 (WFF 2010, 2011). Dividing each of the five original bays are tapered, sand-filled blast walls. The walls are reinforced concrete

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0188

Other DHR ID#:

(WFF 2010). Generally, sand is better blast absorber than concrete because sand is a better insulator than concrete and it will have a little give to allow for impact absorption that concrete does not have. As such the impact of an explosion would cause less damage in a building with sand-compressed walls versus solid concrete walls. The northwest (rear) elevation includes a central lean-to clad in metal siding; the lean-to is original to the building. A concrete block lean-to was affixed to the southeast side of the 1965 addition in 1976 (WFF 2011).

The southeast elevation has six bays of overhead doors. The four south bays have insulated coiling overhead doors the full height of the building; the remaining two bays have shorter steel rolling doors. Translucent panels act as sidelights to the doors. Single hollow steel doors with view windows are situated to the southwest of each overhead door, with the exception of the overhead doors on the end, which each has a door to the northeast. All the personnel and overhead doors were removed and replaced in 1999 (WFF 2011). Translucent insulated blast panels sheath the entire northwest and southeast elevations; these replaced the original translucent panel wall system in 1999 (WFF 2010, 2011).

The northwest elevation has two overhead doors: a steel rolling door in the southeast corner and a canvas door in the center of the elevation. There is one single hollow steel door with a view window on the northwest corner and a set of double doors with view windows. The 1965 addition has three sets of double windows that have been filled in with ribbed metal: one set is located next to the door and the remaining two sets are above the door. There is a louvered aluminum window in the original lean-to.

The northeast elevation of the original lean-to contains a set of double half-glazed metal doors. There are three evenly spaced single hollow steel doors in the concrete block portion and a large one-over-one window in the 1965 addition. The top pane has been filled with ribbed metal

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Metal	Structural System - Siding
Windows	Windows - Industrial	Plastic	Windows - 1-light
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building is an example of an Industrial resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. Construction of Assembly Shop No. 3 was completed in 1963.

W-65 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

Assembly Shop No. 3 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The building has an interesting, and perhaps unique, structural system of tapered sand-filled blast walls; however, it is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction. Instead, the sand-filled walls appear to be a sound resolution for lessening the impact of an accidental explosion during rocket assembly operations. However, a re-evaluation of this method of construction, as employed in this Industrial type building, may be warranted when the building reaches 50 years of age. W-65 is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0188

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

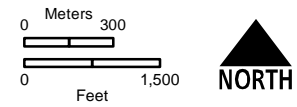
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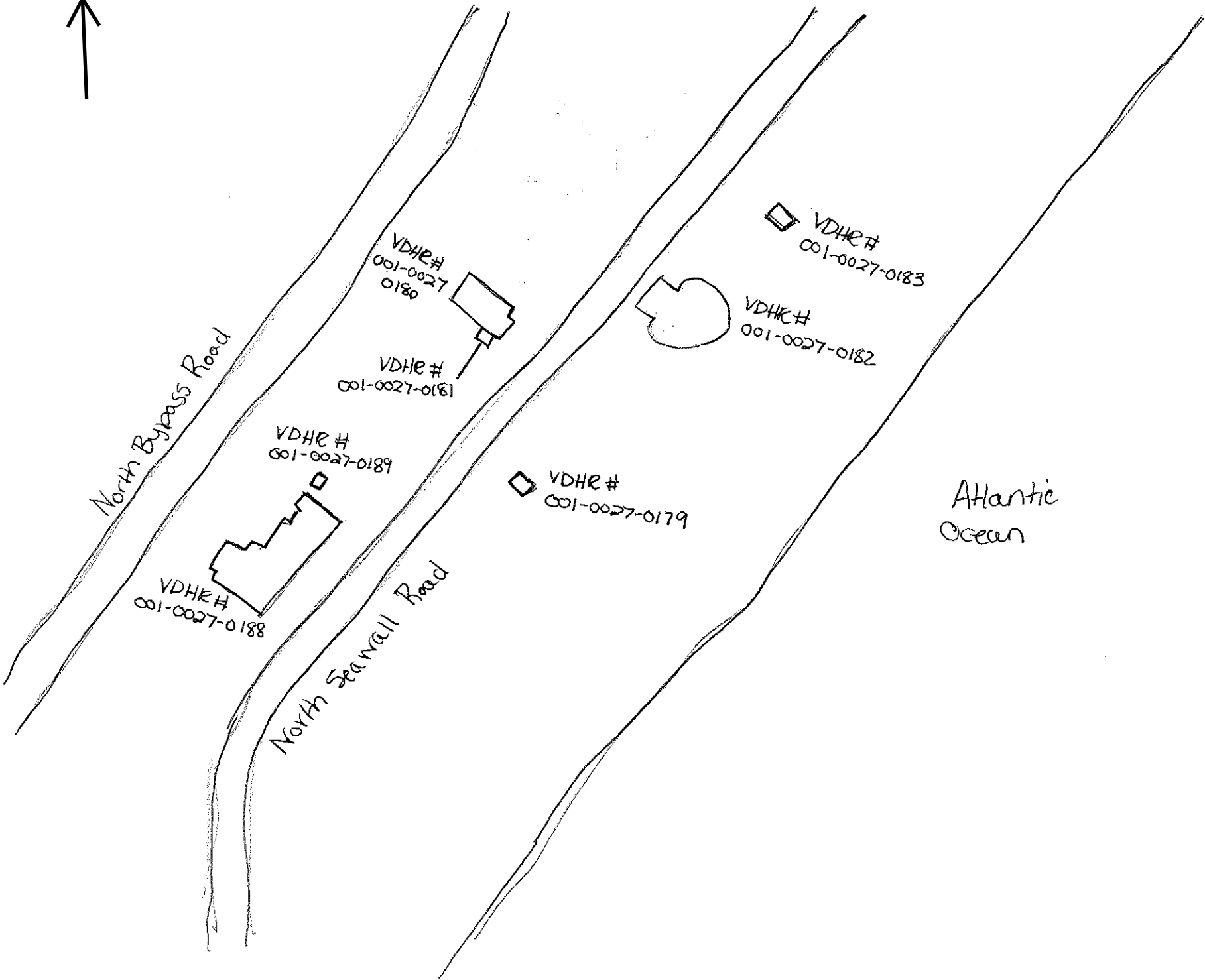
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





North Bypass Road

North Seawall Road

Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0189

Other DHR ID#:

Resource Information

Resource Name(s): W-67, Ready Issue Explosive Storage Cubicle
{Current}
Date of Construction: 1963
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	458308	4189243

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Ready Issue Explosives Storage Cubical is located on the north half of Wallops Island, northwest of North Bypass Road. It is adjacent to Checkout and Assembly Shop No. 3 (W-65). The area in front of the building is paved in asphalt, and behind the building are tall grasses. Across the street by approximately 600 ft is the shoreline, which is covered by large riprap.

Secondary Resource Summary:
January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the southwest elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. On the

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0189

Other DHR ID#:

opposite elevation (northeast), there are two small vents with metal covers in the top of the wall. Four steel eye hooks are embedded in each corner of the roof.

W-67 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965.

As of 2011, 14 buildings of this type are extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: W-67 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-51, Y-16, Y-20, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as W-67 between 1956 and 1965.

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Building W-67 retains its integrity. It is in its historical location and its setting has not substantially changed. Exhibiting no alterations, W-67 retains its integrity of design, materials, and workmanship. The building possesses its integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
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**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0189

Other DHR ID#:

Digital Images

January 2011

L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

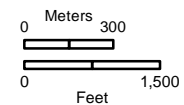
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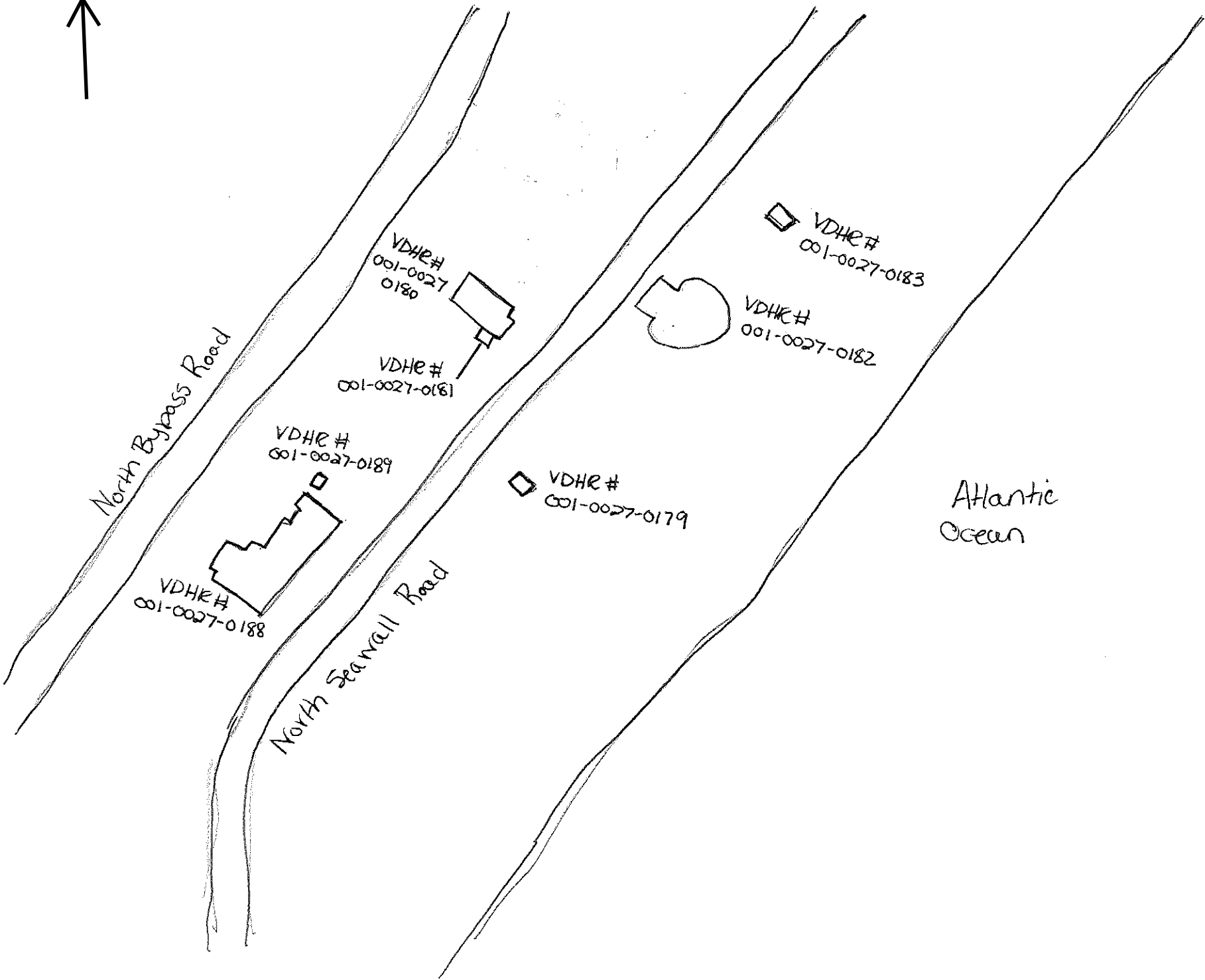
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Atlantic Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0190

Other DHR ID#:

Resource Information

Resource Name(s): X-05A, Path Finder Radar Antenna Tower
{Current}
Date of Construction: 1966
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457709	4188261

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Path Finder Radar Antenna Tower is located on the southern half of Wallops Island on the east side of North Seawall Road, south of Causeway Road. It is attached to the southwest corner of the roof of Building X-05, which is close to the shore and an earthen berm. Large riprap extends along the shoreline. The area is open and flat. There is a prefabricated metal building across the street.

Secondary Resource Summary:

January 2011: Buildng X-005

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Communications Facility	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1966 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Path Finder Radar Antenna Tower is a four-tiered, steel frame structure mounted to the roof of a concrete block building (X-05). The tower is 18 ft in height and 12 ft in width at the base. It is constructed of four steel posts and diagonal

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0190

Other DHR ID#:

intersecting steel angles. A small exterior metal ladder encircled by a metal cage is on the southwest elevation. A T-shaped, counterclockwise rotating antenna is attached to the top of the tower. The antenna was relocated to this site in 1983 (WFF, 2011).

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Frame	Steel	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This tower is representative of a Communications resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this antenna tower in 1966.

The Path Finder Radar Antenna Tower has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

X-05A is not individually eligible for listing on the NRHP because it lacks significance and integrity. The tower moved to its current location and is presently less than 50 years old; therefore, it was evaluated under Criteria Considerations B and G in addition to Criteria A–D. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The tower is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The tower was moved after the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting because the surroundings of the current location are not comparable to those of the historical setting. The removal of the structure from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0190

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

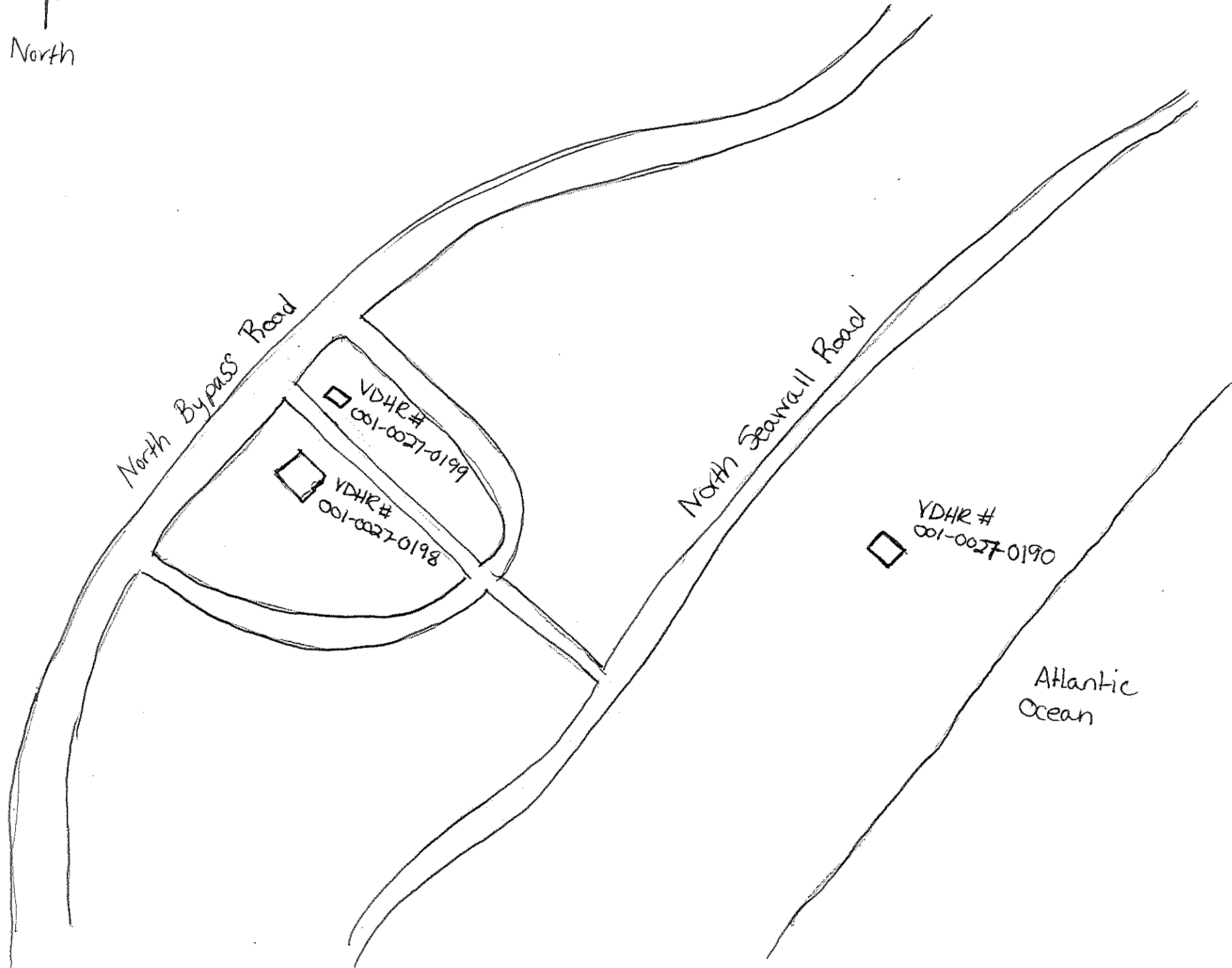
Bridge Information

Cemetery Information

Ownership Information

<i>Name:</i>	Unknown Unknown			
<i>Company:</i>	NASA Wallops Flight Facility			
<i>Address:</i>	Wallops Flight Facility			
<i>City:</i>	Wallops Island			
<i>Zip:</i>	23337	<i>State:</i> Virginia	<i>Country:</i> USA	
<i>Phone/Extension:</i>	757-824-1000	000-000-0000	/ 0000	0000
<i>Relation to the Property:</i>	Owner of property			

Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0191

Other DHR ID#:

Resource Information

Resource Name(s): X-75, Island Terminal Building {Current}

Date of Construction: 1960

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457836	4188596

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Island Terminal Building is located on the south half of Wallops Island near the intersection of Causeway and North Seawall Roads. Across the street by approximately 100 yards is the shoreline of the Atlantic Ocean. The area is open and a tower with the NASA logo can be seen to the southwest. There are elevated metal tracks that carry cables behind the building. Two concrete block buildings (X-140 and X-141) are to the west and Building X-76 is to the east.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Communications Facility	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Communications Facility	<u>Primary Resource?</u>	Yes
<u>Date of Construction:</u>	1960 {Owner}	<u>Accessed?</u>	No Not accessible
<u>Architectural Style:</u>	No Discernable Style	<u>Number of Stories:</u>	1.0
<u>Form:</u>		<u>Condition:</u>	Good
<u>Interior Plan Type:</u>		<u>Threats to Resource:</u>	None Known

January 2011: The Island Terminal Building is a simple, one-story concrete block building with a flat roof and metal fascia. The footprint of the building was originally L-shaped, but an addition in 1986 enclosed the "L" into a rectangle. The addition has a slightly shorter roofline. A wooden handrail surrounds the west corner of the roof.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0191

Other DHR ID#:

The southeast elevation had two double hollow steel door entries and a window, but one door and the window have been filled in with concrete block. The extant doors have louvers in the lower half. A cantilevered concrete hood provides shelter across the three former openings. The southwest elevation has a set of double hollow steel doors in the south end. All the building's original doors were removed and replaced in 1981 (WFF 2011). A set of switchback wooden stairs on the west end provides access to roof. These replace the original single-flight metal staircase with a landing. A single hollow steel door with a two-step concrete stoop and metal tube handrails provides access to the building on the northeast elevation. The northwest elevation has a single and a pair of double steel sash awning windows with precast concrete slip sills. Cables connect to the corner of the building and a metal stack pierces the roof.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Windows	Windows - Sash, Double-Hung	Steel	Windows - 1/1
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: : This building represents an Infrastructure resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station's new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this terminal building in 1960.

The Island Terminal Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

X-75 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building retains integrity, but is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The setting of the building has been adversely affected by the addition of a few post-1965 buildings nearby and substantial material changes to a primary pre-1966 resource in the vicinity. The design of X-75 has been compromised by the removal and enclosure of original openings on the façade (southeast elevation). The building has reduced integrity of materials and workmanship due to the replacement of historical doors and windows and the metal staircase with a wood one. The changes in setting, design, materials, and workmanship have negatively impacted the integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0191

Other DHR ID#:

Period of Significance:
Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1
Bibliographic RecordType: Local Records
Author:
DHR CRM Report Number:
Notes:
 Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,
Cultural Resource Management Event: Survey:Phase I/Reconnaissance
Date of CRM Event: January 2011
CRM Person: TEC Inc
VDHR Project ID # Associated with Event: 2010-2274
CRM Event Notes or Comments:
 Lori Thursby and Kimberly Martin

Bridge Information

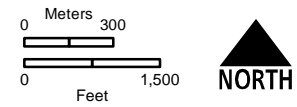
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property

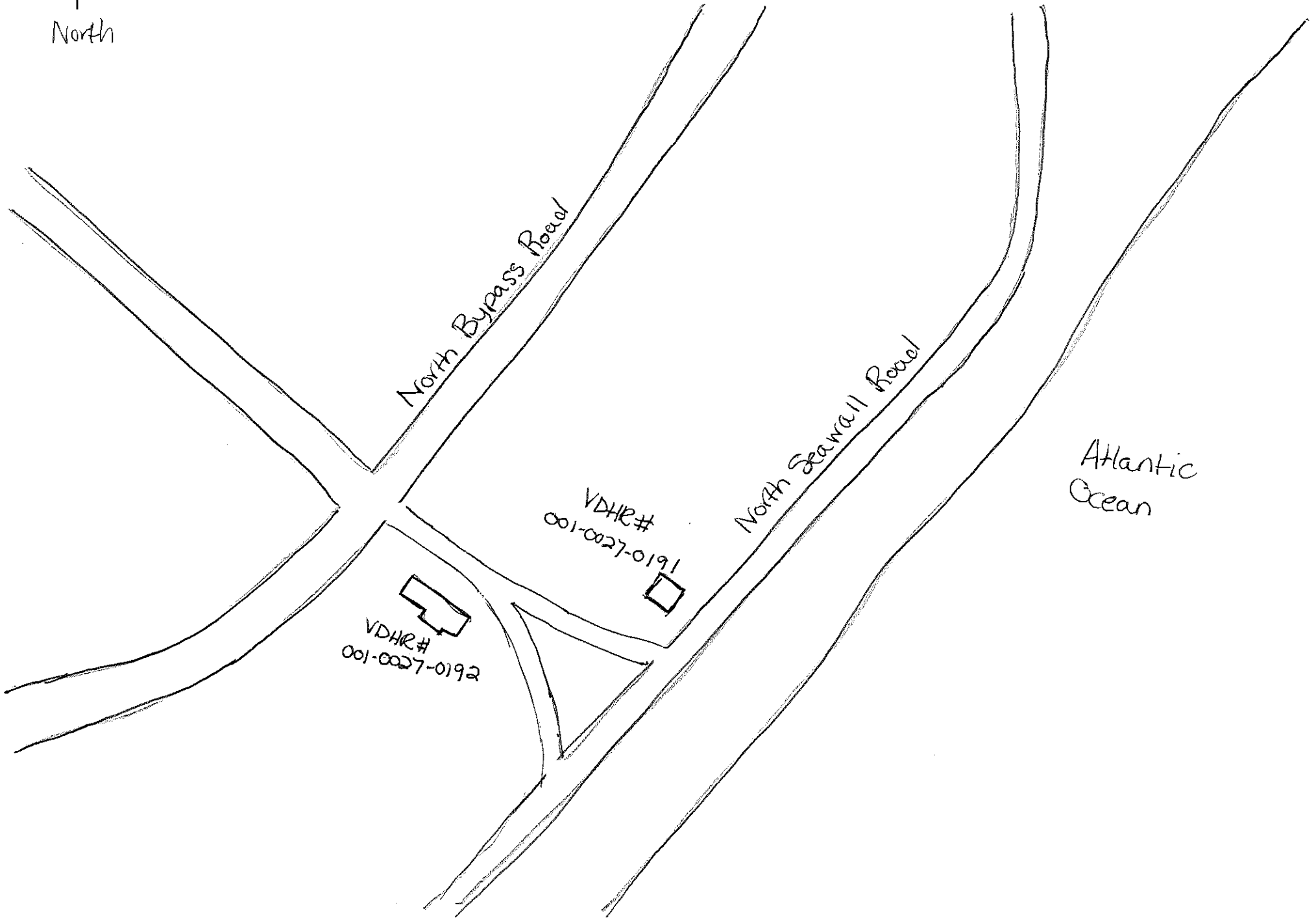


- NASA Property
- Surveyed Structures
- Buildings





Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR#
001-0027-0191

VDHR#
001-0027-0192

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0192

Other DHR ID#:

Resource Information

Resource Name(s): X-85, Special Projects Building {Current}
X-85, Meteorological Observation Center
{Historic}

Date of Construction: 1963

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack

Magisterial District: Commonwealth of Virginia

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Causeway Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457836	4187931

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Special Projects Building is on the south half of Wallops Island, on the south side of Causeway Road, northwest of its intersection with North Seawall Road. There is an asphalt paved parking lot in front of it and tall grass and shrubs behind it. Building X-86 is next door. An oil tank surrounded by four concrete walls is located on the southwest elevation. Wooded stairs provide access to the tank.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1963 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0192

Other DHR ID#:

January 2011: The Special Projects Building is a steel-frame building with a flat built-up roof and metal fascia. Originally, the steel frame was exposed on the exterior and the walls clad with metal panels (WFF 2011). The building now primarily displays a ribbed split-face concrete block exterior and stucco-clad fascia; the exterior of the two tallest bays at the northwest end are clad with panels of an unknown material. No information identifying when these changes were made was found. The two-bay main entrance on the northeast elevation is situated between three bays on one side and four bays on the other side that are divided by concrete block columns. The entrance is a raised and consists of double glazed doors with a transom. A set of concrete stairs and ramp with metal tube railing are in front of the door. One bay houses a divided-light fixed picture window. The two entrance bays project and have a taller fascia than the other bays. The northwest section of the building is taller with two bays of canvas overhead doors and a central single glazed door with sidelights and transoms. A wood handrail extends along the perimeter of the roof, which houses a dome and satellite; a set of wood switchback stairs lead to them. There are no openings in the northwest or southeast elevations. An elevated track, carrying cables, extends from the northwest elevation. The southwest elevation has two single hollow steel doors and two double hollow steel doors. The southwest elevation of the taller section has one central single glazed door with sidelights and transom and one overhead canvas door. A metal staircase meets the wood staircase on the roof of the building.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Steel	
Windows	Windows - Fixed	Metal	Windows - 1-light
Roof	Roof - Flat	Asphalt	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this building in 1963 as the Meteorological Observation Center. The use of the building changed to special projects near the end of 1984 (WFF 2011).

The Special Projects Building has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

X-85 is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. X-85 is recommended not eligible under Criterion C because it does not embody exceptional architectural merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

The building is in its historical location. The integrity of setting has been altered by the addition of a few post-1965 buildings nearby and a new roadway (North Bypass Road) to the northwest. The building has no integrity of design, materials, or workmanship: the entire exterior has been changed from metal siding, exposed steel frame, and few openings to concrete block, stucco, and façade of picture windows. Lacking design, materials, or workmanship and a diminished historical setting, the building has no integrity of feeling or association.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0192

Other DHR ID#:

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing:	1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Drawings

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility As-Built Drawings

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown

Company: NASA Wallops Flight Facility

Address: Wallops Flight Facility

City: Wallops Island

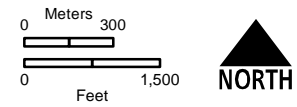
Zip: 23337 *State:* Virginia *Country:* USA

Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000

Relation to the Property: Owner of property

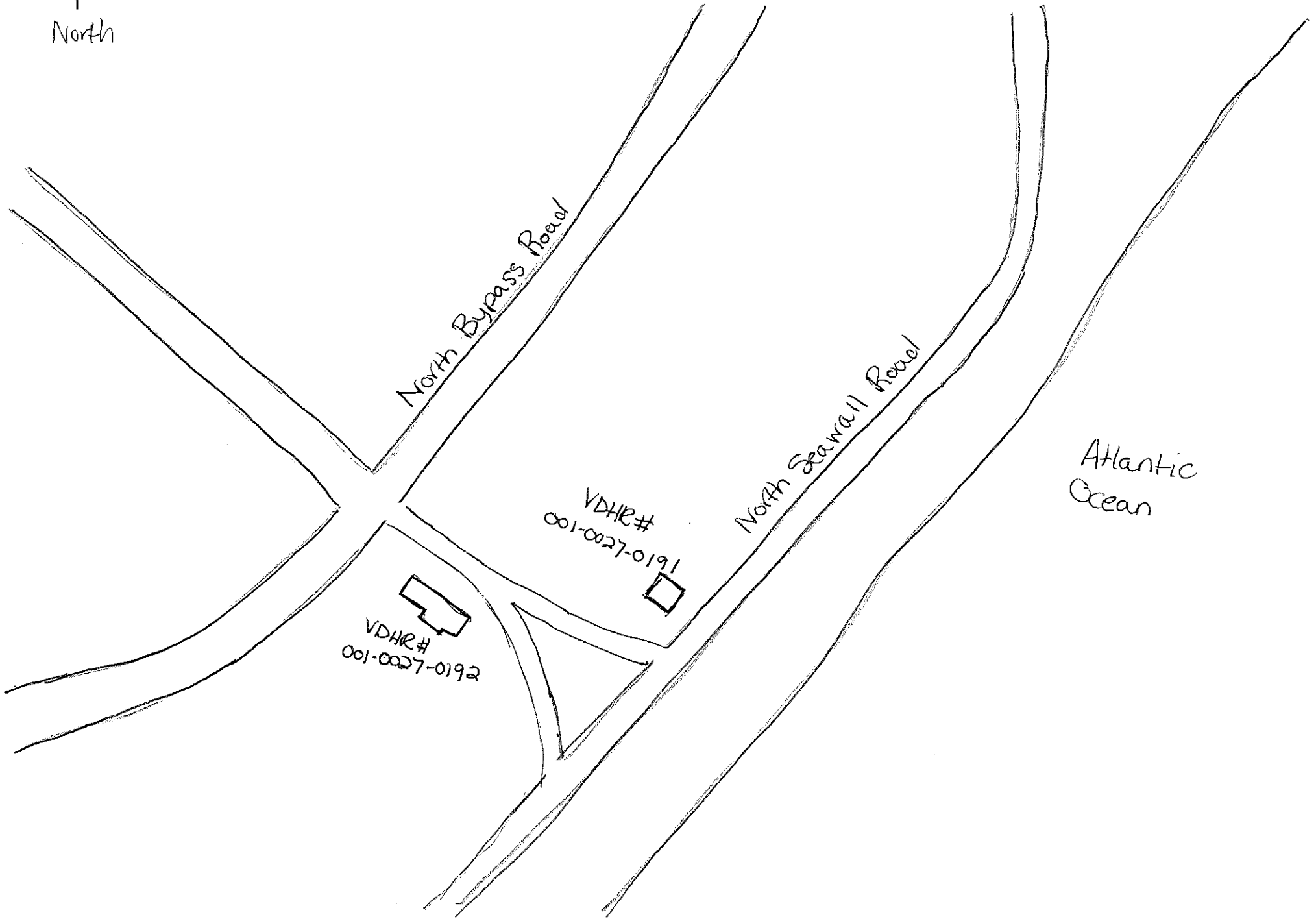


- NASA Property
- Surveyed Structures
- Buildings





Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR#
001-0027-0191

VDHR#
001-0027-0192

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0193

Other DHR ID#:

Resource Information

Resource Name(s): Y-10, Fuel Storage Magazine {Current}

Date of Construction: 1957

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): Causeway Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457243	4187931

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Fuel Storage Magazine is located on the south half of Wallops Island, on North Seawall Road south of Causeway Road. The magazine is set back approximately 275 ft from North Seawall Road. The area around it is open with taller grass on the northwest and southwest sides. An antenna tower is behind the magazine. Two to three magazines, constructed after Y-10, are located to the north and northeast.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Fuel Storage Magazine is built into an earthen berm. The top halves of its reinforced concrete walls are exposed on the northeast and southwest elevations. A metal capped vent pierces the roofline on the southwest. The building faces northwest and consists of a reinforced concrete façade with rebar extending to the north and west, indicating that it was originally

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0193

Other DHR ID#:

... tied to another element. The roofline of the façade is a shallow gable. The entrance includes large double steel doors surmounted by a rolling steel door. A cantilevered concrete canopy provides cover to the entrance. A concrete loading dock, with stairs on the south end, is in front of the steel doors. Three wood planks measuring 2 by 8 inches are bolted to the front of the loading dock to act as a bumper. Two horizontal steel beams extend northeast from each side of the doorway and meet two vertical I-beams set in concrete piers. Another steel beam spans between the two vertical I-beams

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Steel	Structural System - Ashlar, Coursed
Roof	Roof - Gable, Front	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This structure is an example of an earth-covered storage magazine built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA contracted the Sullivan Engineering Company to build this fuel magazine, the second of its kind at the facility. In the mid 1950s, Wallops Station added more rocket motors to its inventory for the hypersonic research program, which necessitated more storage space for rocket propellants (Shortal 1978). Y-10 was constructed in 1957. The structure has been used for fuel storage since its construction.

Y-10 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Fuel Storage Magazine is not individually eligible for listing on the NRHP because it lacks significance. The structure is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because earthen-bermed magazines were built by the thousands at military installations across the U.S. Y-10 is not a rare or prototype magazine. Therefore, it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0193

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

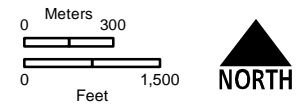
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR #
001-0027-0193



VDHR #
001-0027-0196



VDHR #
001-0027-0197



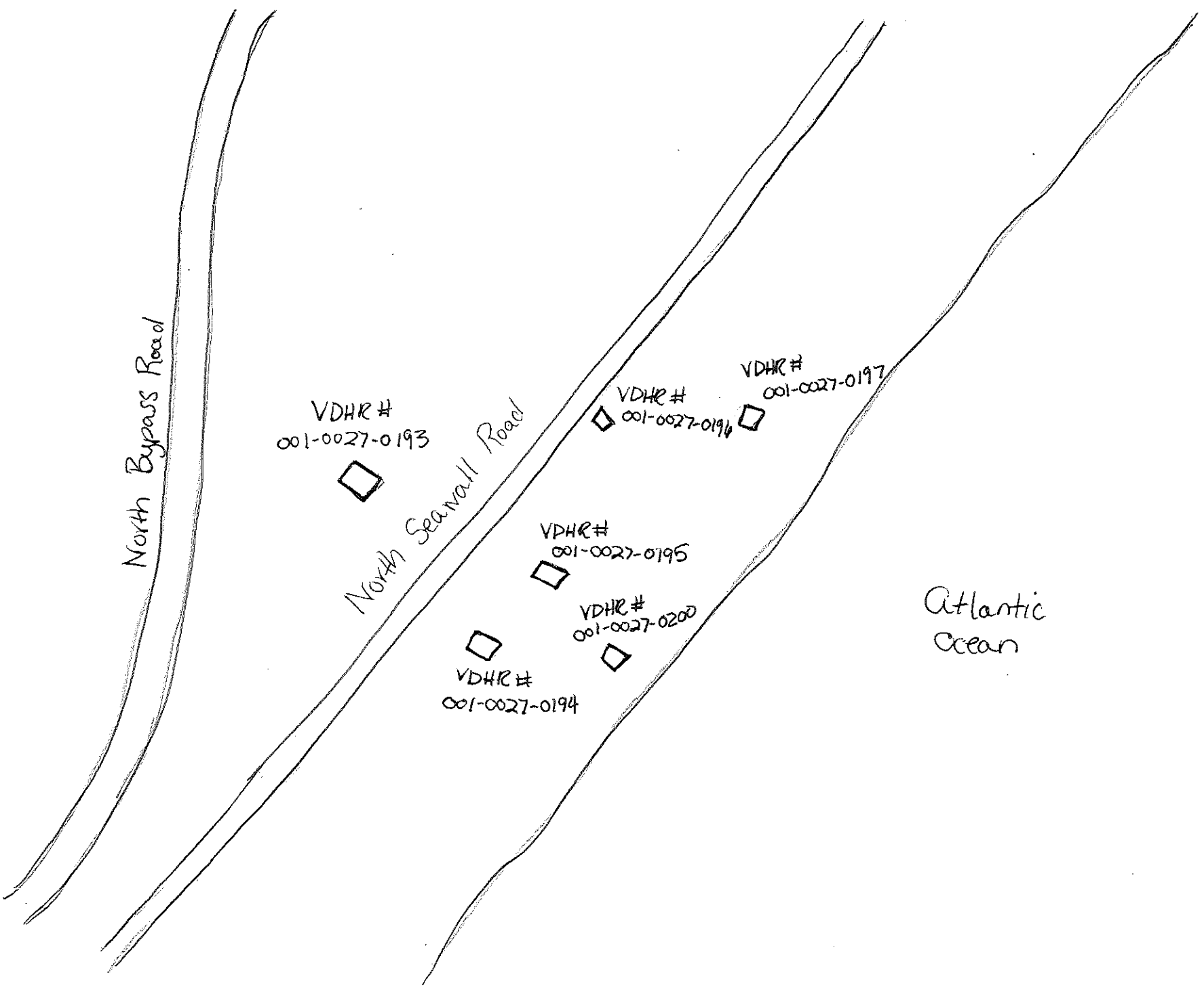
VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0194

Other DHR ID#:

Resource Information

Resource Name(s): Y-16, Ready Service Magazine {Current}
F-171 {Historic}
Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Seawall Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457329	4187804

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The Ready Service Magazine is located on the south half of Wallops Island, on North Seawall Road south of Causeway Road. The area around it is open with taller grass on the northwest and southwest sides. An antenna tower is behind the magazine.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the southwest elevation. The central door has a projecting metal lintel. It is flanked by two vents. On the opposite elevation (northeast), there are two small vents in the top of the wall. Only one of four original steel eye hooks remains at the corner

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0194

Other DHR ID#:

of the roof.

Y-16 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: Y-16 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-51, W-67, Y-20, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as Y-16 between 1956 and 1965.

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Y-16 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting, which was on the main base. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0194

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin




Bridge Information

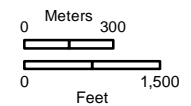
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



-  NASA Property
-  Surveyed Structures
-  Buildings



Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR #
001-0027-0193



VDHR #
001-0027-0196



VDHR #
001-0027-0197



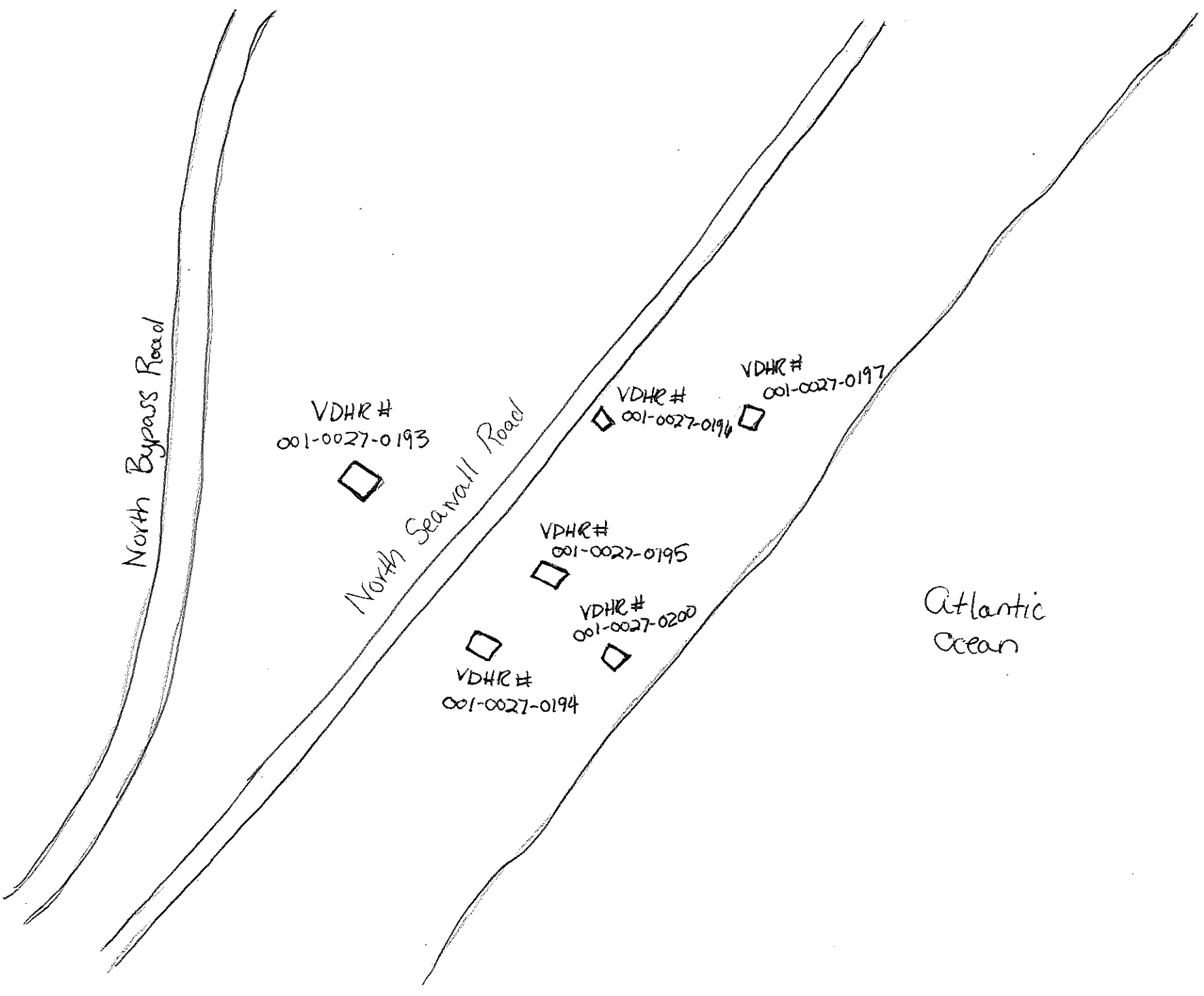
VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0195

Other DHR ID#:

Resource Information

Resource Name(s): Y-20, Ordnance and Explosives Ready Issue
Storage Magazine {Current}
N-178, W-41, and Z-39 {Historic}

Date of Construction: 1957

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457366	4187865

UTM Center coordinates :

UTM Data Restricted?: No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Ready Issue Storage Magazine is located on the south half of Wallops Island, on the southeast side of North Seawall Road. The building is next to the northeast end of Y-15, which is between Launch Areas 1 and 2. Paved areas surround the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<i>Resource Type:</i>	Magazine	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1957 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northwest elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. On the

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0195

Other DHR ID#:

opposite elevation, there are two small vents with metal covers in the top of the wall. Four steel eye hooks are embedded in each corner of the roof.

Y-20 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965.

As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: Y-20 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-51, W-67, Y-16, Y-37, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as Y-20 between 1956 and 1965.

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Y-20 was moved during the period of significance; therefore, it does not possess integrity of location. It also has no integrity of setting: the setting of the current location is not comparable to the historical setting. The removal of the building from its original location and setting has destroyed its integrity of feeling and association. The resource retains its integrity of design, materials, and workmanship.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0195

Other DHR ID#:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

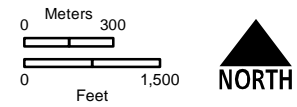
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR #
001-0027-0193



VDHR #
001-0027-0196



VDHR #
001-0027-0197



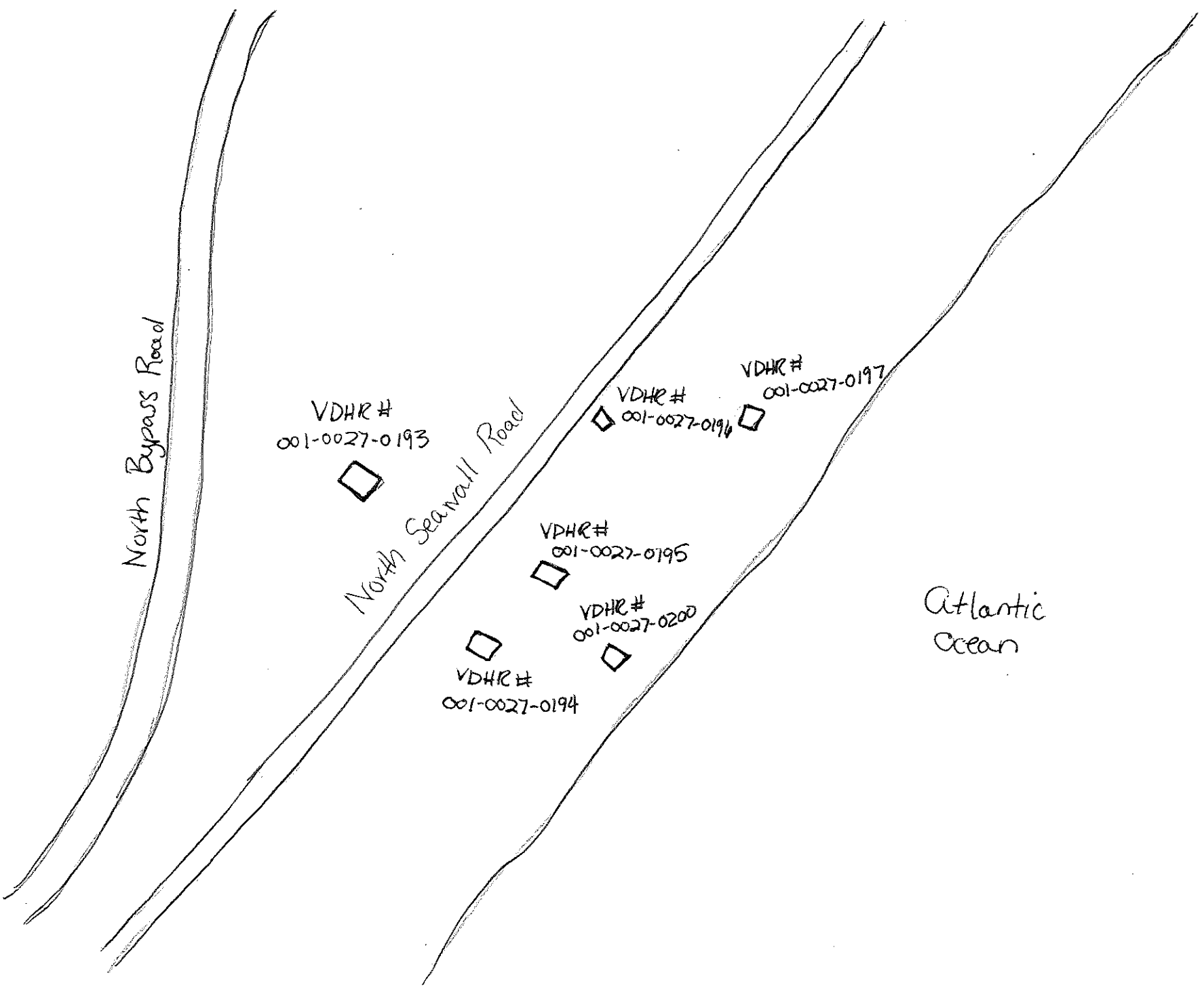
VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0196

Other DHR ID#:

Resource Information

Resource Name(s): Y-37, Firing Cubicle {Current}

Date of Construction: 1956

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457498	4187963

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Firing Cubicle is located on the south half of the Wallops Island, on the southeast side of North Seawall Road. It is located near Launch Area 1 and is next to Y-035B. Paved areas surround the buildings.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<u>Date of Construction:</u>	1956 {Owner}	<u>Accessed?</u>	No Not accessible
<u>Architectural Style:</u>	No Discernable Style	<u>Number of Stories:</u>	1.0
<u>Form:</u>		<u>Condition:</u>	Good
<u>Interior Plan Type:</u>		<u>Threats to Resource:</u>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a single steel door on the northwest elevation. The central door has a projecting metal lintel. It is flanked by two vents with metal covers. A wood-frame fixed window is on the northeast elevation. On the southeast elevation, another window of the same type replaces metal-covered vents. Four steel eye hooks are embedded in each corner of the roof.

Y-37 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0196

Other DHR ID#:

hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	Concrete	
Structural System	Structural System - Masonry	Concrete	Structural System - Block

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: Y-37 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-51, W-67, Y-16, Y-20, and Y-38) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as Y-37 between 1956 and 1965.

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Unlike some of the other buildings of this type on Wallops Island, available information indicates that Y-37 has not been moved; therefore, it has integrity of location. The surroundings of the building has changed a bit, but the changes do not adversely affect its setting. The building lacks integrity of design and materials. Both exhibit multiple alterations from the historical standardized design, which in turn, diminish the integrity of feeling. The resource retains integrity of association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0196

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

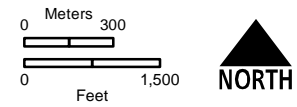
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



North Bypass Road

VDHR #
001-0027-0193



North Seawall Road

VDHR #
001-0027-0196



VDHR #
001-0027-0197



VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



Atlantic
Ocean

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0197

Other DHR ID#:

Resource Information

Resource Name(s): Y-38, Launcher Equipment Shelter {Current}

Date of Construction: 1965

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457498	4187963

UTM Center coordinates :

UTM Data Restricted?: No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Launcher Equipment Shelter is located on the south half of Wallops Island, on the southeast side of North Seawall Road. It is located near Y-030 in Launch Area 1. Paved areas surround the building.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Magazine	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Magazine</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1965 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: This single-story reinforced concrete building rests on a concrete slab. It has only one point of entry, a set of double steel doors on the northwest elevation. This differs from the standardized plan, which consists of a single steel door entrance flanked by two vents with metal covers. On the opposite elevation, there is a small vent with a metal cover at the bottom of the wall. Four steel eye hooks are embedded in each corner of the roof.

Y-38 represents a Navy standardized building design for storage of small materials. At Wallops, it is typically utilized for storage of

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0197

Other DHR ID#:

hazardous materials. The Navy built numerous buildings of this type on the main base and Wallops Island between 1956 and 1965. As of 2011, 14 buildings of this type were extant.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Roof	Roof - Flat	Composite	
Foundation	Foundation - Slab	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: Y-38 and the other eight buildings on Wallops Island of this same type (V-42, V-52, W-16, W-51, W-67, Y-16, Y-20, and Y-37) represent a secondary resource built near the beginning of the New Dominion period (1945–present) at a Military/Defense research facility. The U.S. Navy expanded the mission of the CNAAS in 1946 to include the NAOTS, which was charged with research and testing of naval aviation weapons and ordnance. The CNAAS/NAOTS retained this mission until the base was closed in 1959 and transferred to NASA. During the period of 1946–1959, most of the development that occurred on the main base was related to housing and services. However, several new buildings were constructed on main base within the three years leading up to the closure of the Navy station. The Navy erected the same type of storage buildings as Y-38 between 1956 and 1965.

Each of these nine storage buildings has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

This resource type is not individually eligible for listing on the NRHP because it lacks significance, and also in some cases, integrity. Each building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. Each of these storage buildings is a secondary resource of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

Unlike several of the other buildings of this same type, available information indicates that Y-38 has not been moved; therefore, it has integrity of location. The surroundings of the building have changed a bit, but the changes do not adversely affect its setting. Y-38 lacks integrity of design and materials. It exhibits multiple alterations from the historical standardized design, which in turn, diminish the integrity of feeling. The resource retains integrity of association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0197

Other DHR ID#:

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

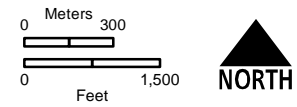
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 State: Virginia Country: USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR #
001-0027-0193



VDHR #
001-0027-0196



VDHR #
001-0027-0197



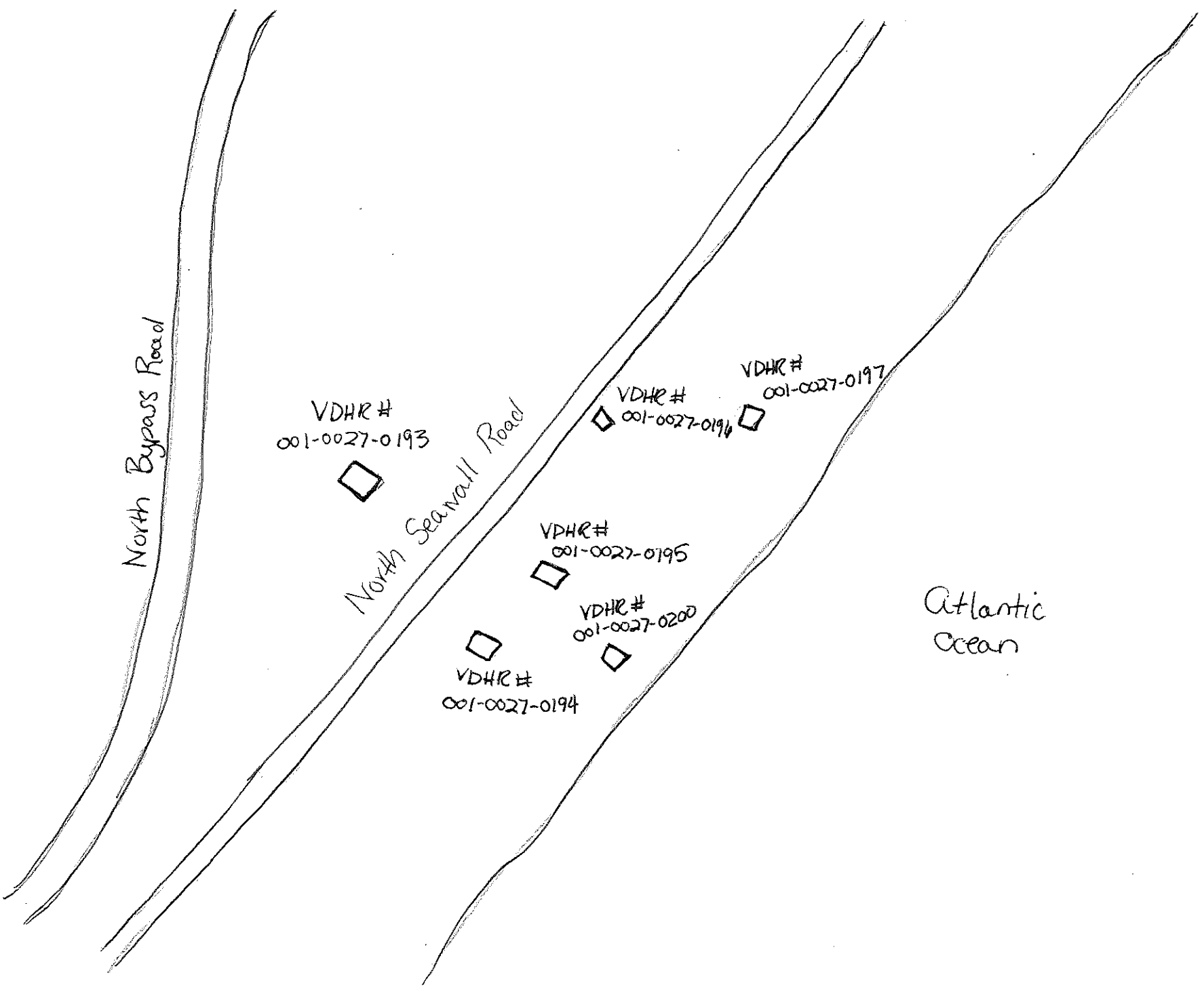
VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0198

Other DHR ID#:

Resource Information

Resource Name(s): Y-55, AN/FPS-16 Radar Operations Building
{Current}
Date of Construction: 1958
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Bypass Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457324	4188327

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: The AN/FPS-16 Radar Operations Building is located on the south half of Wallops Island on the southeast side of North Bypass Road, south of Causeway Road. Concrete pavement surrounds the building on three sides. The fourth side is grass. The raised roadbed of North Bypass Road is visible behind the building. A raised metal track that carries cables extends along the northwest side of the building and enters the building near the center of this elevation.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1958 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	2.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The AN/FPS-16 Radar Operations Building is a two-story, concrete frame building with concrete block walls and a flat

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0198

Other DHR ID#:

built-up roof and metal fascia. A wood handrail runs along the perimeter of the roof and a dish satellite rests on its west corner. The building rests on a reinforced concrete slab foundation. The northeast elevation has two sets of double hollow steel doors with view windows on each floor. A concrete balcony with a metal tube railing leads from the second floor doors to a set of metal stairs on the northwest elevation. These metal stairs provide access to the roof and satellite. A small opening, covered by an aluminum hood is the port for cables extending along a raised metal track. The southwest elevation has a single hollow steel door with a view window. A three-step concrete stoop with metal tube handrails leads to the door. The southeast elevation has a metal staircase with metal tube handrails leading to a wood-framed platform, also with metal tube handrails, and a single hollow steel door with view windows. The steel stairway replaced the historical concrete platform (WFF 2011). Conduits attached to the middle of the wall, extend to a raised, wood frame deck to the northwest. Power equipment and fans sit on the deck.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Roof	Roof - Flat	other	
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Structural System - Frame	Concrete	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building is representative of a Research, Development and Testing resource type built near the beginning of the New Dominion period (1945–present) at a Technology/Engineering research facility. NACA established the Auxiliary Flight Research Station in the southern portion of Wallops Island in 1945 for aeronautical research. In mid-1946, this facility was renamed the Pilotless Aircraft Research Station (PARS) and functioned as a rocket testing facility. By the mid-1950s, the testing program at PARS concentrated on hypersonic missiles. Substantial development occurred at PARS between 1946 and 1954. After 1954, buildings and structures generally were constructed as needed to meet workload and research program requirements. NACA constructed this building in 1958 for the FPS-16 radar, which is mounted to its roof. A long-range radar, the FPS-16 was loaned to Wallops Station by the U.S. Air Force to track multistage rocket vehicles. The 12-foot dish of this C-band radar can track a target to approximately 190 miles (Shortal 1978). Y-55 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

The AN/FPS-16 Radar Operations Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory.

The building is in its historical location. The integrity of setting is diminished by the addition of the raised roadbed of North Bypass Road behind the building. The building retains integrity of design and workmanship. The integrity of materials has been reduced by the replacement of the concrete platform on the southeast elevation and the removal of some exterior equipment and/or openings from the southeast and northeast elevations. The building retains integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0198

Other DHR ID#:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Reference #: 2

Bibliographic RecordType: Article

Author: Joseph Adams Shortal

DHR CRM Report Number:

Notes:

1978 A New Dimension Wallops Island Flight Test Range: The First Fifteen Years. Washington D.C.: NASA Scientific and Technical Information Office.

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

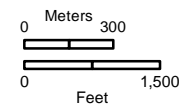
Cemetery Information

Ownership Information

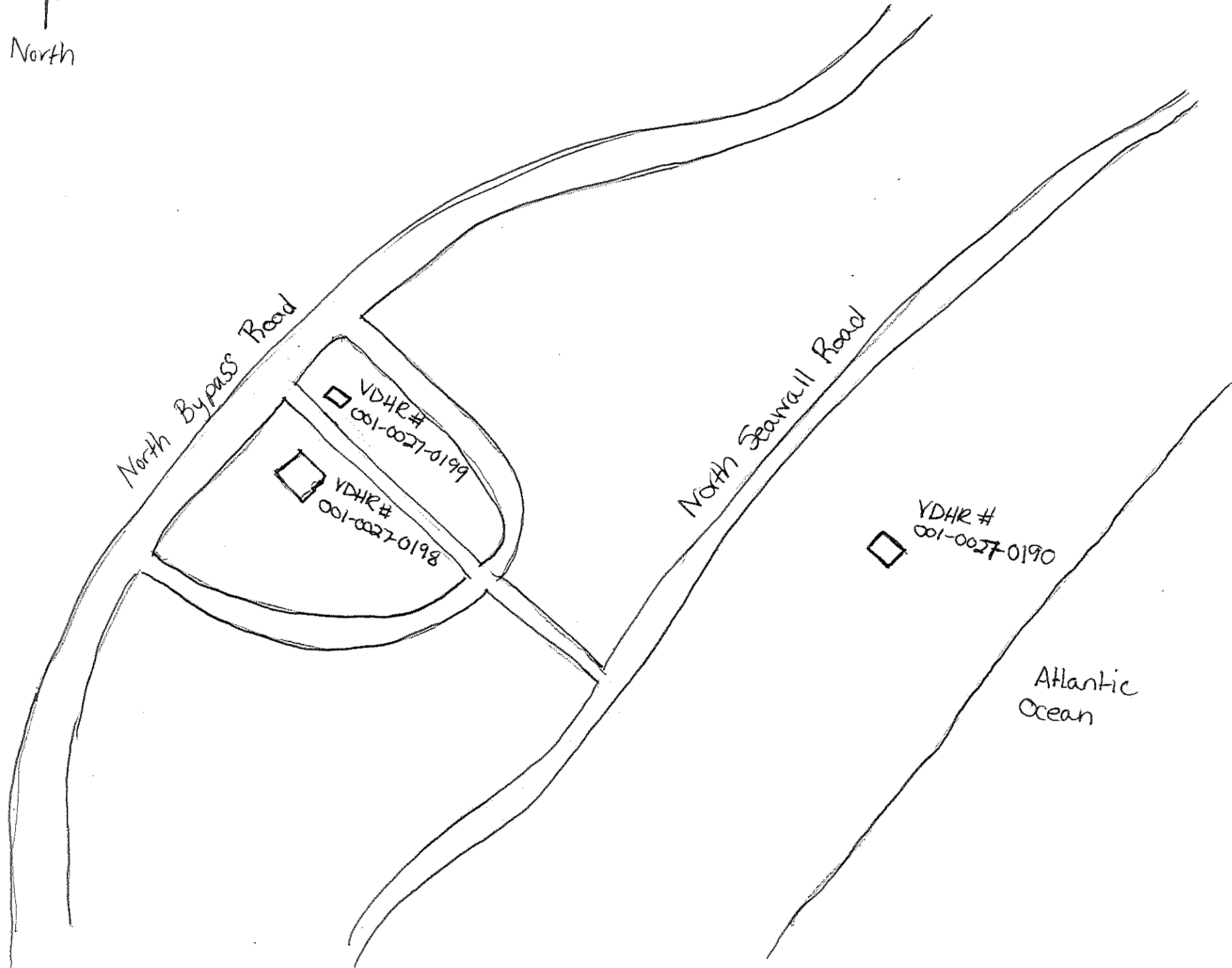
Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings



Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0199

Other DHR ID#:

Resource Information

Resource Name(s): Y-95, Camera Platform {Current}

Date of Construction: 1964

Local Historic District :

Location of Resource

Commonwealth of Virginia

County/Independent City: Accomack

Magisterial District:

Town/Village/Hamlet: Wallops Island

Tax Parcel:

Zip Code: 23337

Address(s): North Bypass Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457324	4188327

UTM Center coordinates :

UTM Data Restricted?. No

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: This camera tower is located on the south half of Wallops Island, south of Causeway Road and southeast of North Bypass Road. The area is flat and open with grass surrounding the structure. The AN/FPS 16-Radar Operations Building (Y-55) is to the southwest.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	Research Facility/Laboratory	<u>Primary Resource?</u>	Yes
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Camera Tower is a four tiered steel structure. It is constructed of four steel corner posts, attached to 17-inch by 17-inch concrete footings and steel intersecting diagonal steel angles. A spiral steel stair case on the southeast corner extends to a metal framed platform with metal tube handrails. Steel bars spring from the middle of the second tier to support the platform on all

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0199

Other DHR ID#:

four corners of the tower. The camera tower once supported a 12-ft cylinder and dome, but these were removed in the 1990s (WFF 2011). Wood stairs lead to a concrete platform supporting mechanical equipment on the southwest corner.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Structural System	Structural System - Frame	Steel	
Foundation	Foundation - Piers	Concrete	Foundation - Poured

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

This structure represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this camera platform in 1964 (WFF 2011).

Y-95 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity (refer to Section 4.3.1).

This Camera Tower is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. Y-95 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0199

Other DHR ID#:

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

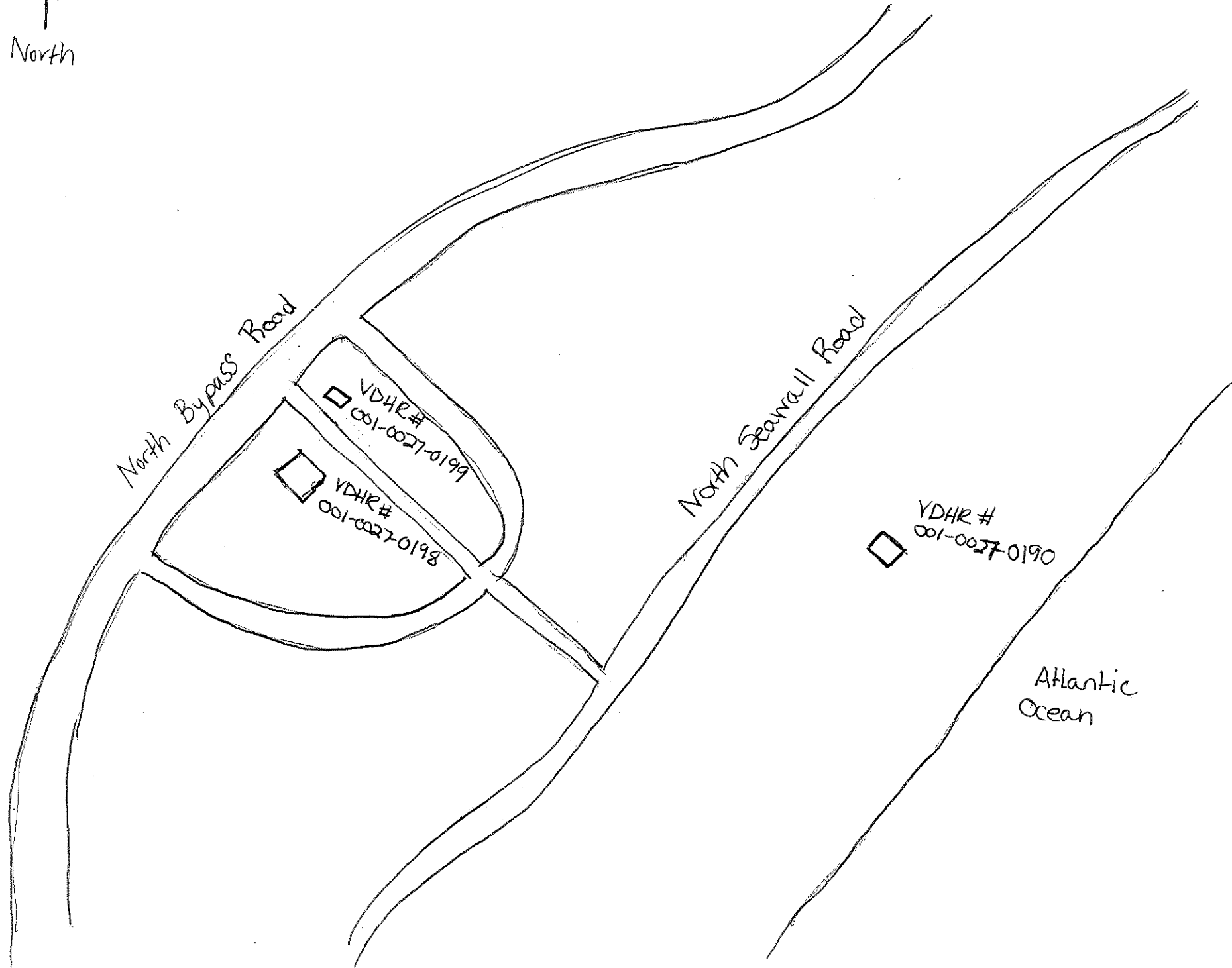
Bridge Information

Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property

Not to Scale



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0200

Other DHR ID#:

Resource Information

Resource Name(s): Y-110, Camera Platform and 10-ft Astrodome
{ Current }
Date of Construction: 1964
Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
Magisterial District:
Town/Village/Hamlet: Wallops Island
Tax Parcel:
Zip Code: 23337
Address(s): North Bypass Road
USGS Quadrangle Name: WALLOPS ISLAND
UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	457498	4187963

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal
Government Agency Owner: U.S. National Aeronautics & Space Administration
Acreage:
Surrounding area: Rural
Open to Public: No
Site Description:

January 2011: This Camera Platform and 10-ft Dome is located on the south half of Wallops Island, southeast of North Seawall Road, next to large riprap that lines the shore of the Atlantic Ocean. The riprap bounds the eastern side and grass surrounds the platform on all the remaining sides.

Secondary Resource Summary:

January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<i>Resource Type.</i>	Research Facility/Laboratory	<i>Primary Resource?</i>	Yes
<i>Date of Construction:</i>	1964 {Owner}	<i>Accessed?</i>	
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	0.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

January 2011: The Camera Platform is an L-shaped, one tiered wooden structure. Wood posts are set in concrete footings; wood diagonal intersecting members provide additional structural support. Stairs extend to the platform and the dome on the south side.

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0200

Other DHR ID#:

Handrails run along the perimeter of the platform. The camera equipment consists of a 10-ft-diameter cylinder with a 10-ft- diameter dome atop it (WFF 2011). A track runs along the east-west axis of the dome.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Foundation	Foundation - Piers	Concrete	
Structural System	Structural System - Frame	Wood	

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
Technology/Engineering

Significance Statement

January 2011: This structure represents an Infrastructure resource type built at a Technology/Engineering research facility towards the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA erected this camera platform in 1964 (WFF 2011).

Y-110 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The camera platform is not individually eligible for listing on the NRHP because it lacks significance. The structure is presently less than 50 years old; therefore, it was evaluated under Criteria Consideration G in addition to Criteria A–D. Y-110 is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of exceptional importance at the local, state, or national level. It is not associated with the life of a person who made exceptionally important contributions in history; therefore, it is recommended not eligible under Criterion B. The structure is recommended not eligible under Criterion C because it does not embody exceptional engineering merit for distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value. Likewise, it does not represent an exceptionally significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information exceptionally important in history or prehistory.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
	Non-Contributing: 1	

National Register Criteria:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<u>DHR Negative #</u>	<u>Photographic Media</u>	<u>Negative Repository</u>	<u>Photo Date</u>	<u>Photographer</u>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0200

Other DHR ID#:

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

Lori Thursby and Kimberly Martin

Bridge Information

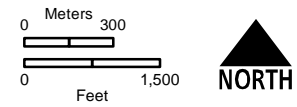
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- - - NASA Property
- Surveyed Structures
- Buildings



Not to Scale



North Bypass Road

North Seawall Road

Atlantic Ocean

VDHR #
001-0027-0193



VDHR #
001-0027-0196



VDHR #
001-0027-0197



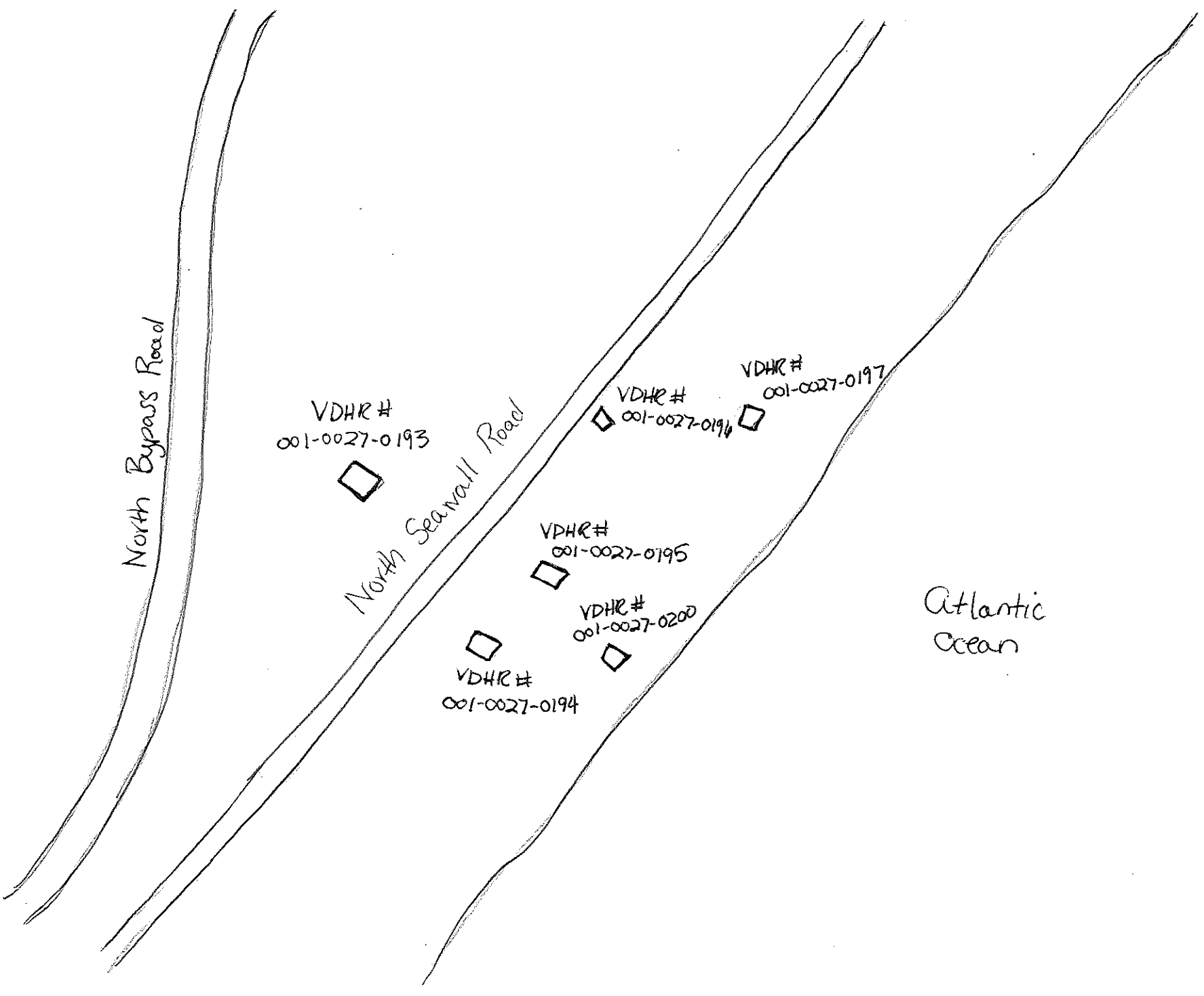
VDHR #
001-0027-0195



VDHR #
001-0027-0200



VDHR #
001-0027-0194



**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0201

Other DHR ID#:

Resource Information

Resource Name(s): Z-40, Launch Area 0 Service Building {Current}
 Z-40, Launch Control Center Building {Historic}
 Z-40, Aerobee Telemetry Building {Historic}

Date of Construction: 1960

Local Historic District :

National Register Eligibility Status

This Resource is associated with the Wallops Flight Facility

Location of Resource

County/Independent City: Accomack
 Commonwealth of Virginia

Magisterial District:
Town/Village/Hamlet: Wallops Island

Tax Parcel:
Zip Code: 23337

Address(s): North Seawall Road

USGS Quadrangle Name: WALLOPS ISLAND

UTM Boundary Coordinates :

<u>NAD</u>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1983	18	456878	4187245

UTM Center coordinates :
UTM Data Restricted?. No

Resource Description

Ownership Status: Public - Federal

Government Agency Owner: U.S. National Aeronautics & Space Administration

Acreage:

Surrounding area: Rural

Open to Public: No

Site Description:

January 2011: The Launch Area 0 Service Building is located on the south half of Wallops Island near the southwest end of North Seawall Road. The riprap-lined seashore is behind the building. It is surrounded by gravel, dirt, and sand and has a large concrete sidewalk running along the southwest side. Shoreline erosion has led to subsidence and the sidewalk has slipped down on one side and broken into pieces. Building Z-35 is behind the building.

Secondary Resource Summary:
 January 2011: none

Individual Resource Information

<u>Count</u>	<u>Resource Types</u>	<u>Resource Status</u>
1	Research Facility/Laboratory	Non-Contributing

Individual Resource Detail Information

<u>Resource Type.</u>	<u>Research Facility/Laboratory</u>	<u>Primary Resource?</u>	<u>Yes</u>
<i>Date of Construction:</i>	1960 {Owner}	<i>Accessed?</i>	No Not accessible
<i>Architectural Style:</i>	No Discernable Style	<i>Number of Stories:</i>	1.0
<i>Form:</i>		<i>Condition:</i>	Good
<i>Interior Plan Type:</i>		<i>Threats to Resource:</i>	None Known

Virginia Department of Historic Resources
Reconnaissance Level Survey

DHR ID#: 001-0027-0201

Other DHR ID#:

January 2011: The Launch Area 0 Service Building is a composed of two parts, the original concrete block structure, which is now clad in precast concrete panels, and a concrete block addition on the southeast, completed in 1969 (WFF 2011). Both are one-story and have flat precast concrete, built-up roofs with metal fascia. The northwest elevation has a set of replacement double metal doors with view windows and a transom. Two concrete steps with metal tube railing lead to the door and a cantilevered concrete hood provides cover. The southwest elevation of the addition has two double metal doors with cantilevered concrete hoods. The westernmost doors have view windows and a concrete ramp with metal tube railing. Two openings in the southeast elevation have been filled in with concrete block. The northeast elevation of the addition has four windows with precast concrete slip sills. Two have clear glazing and two have translucent glazing. There are two sets of vertical metal conduits affixed to the wall.

Primary Resource Exterior Component Description:

<u>Component</u>	<u>Comp Type/Form</u>	<u>Material</u>	<u>Material Treatment</u>
Roof	Roof - Flat	Asphalt	
Foundation	Foundation - Slab	Concrete	Foundation - Poured
Structural System	Structural System - Masonry	Concrete	Structural System - Block
Structural System	Porch - Pediment	Concrete	
Windows	Windows - Fixed	Metal	Windows - 1-light

Historic Time Period(s): S- The New Dominion (1946- Present)

Historic Context(s): Military/Defense
 Technology/Engineering

Significance Statement

January 2011: This building represents a Research, Development and Testing resource type built at a Technology/Engineering research facility near the beginning of the New Dominion period (1945–present). This is one of approximately 50 buildings and structures that were erected within six years of the establishment of NASA and the incorporation of Wallops Station as one of its operational facilities in 1959. Initially, Wallops Station’s new mission under NASA was to develop and test various components related to manned space flight. This mission was short-lived, however, as Wallops became a test range and launch site for suborbital and orbital rockets and satellites beginning in the early 1960s. NASA constructed this building in 1960 as the Aerobee Telemetry Building. It was converted to the Launch Control Center Building in 1969. The name of the building changed to Launch Area 0 Service Building in 1993 (WFF 2011).

Z-40 has been evaluated both as a contributing resource in a historic district and as an individual resource. No historic district on Wallops Island was identified because of a lack of significance and integrity.

The Launch Area 0 Service Building is not individually eligible for listing on the NRHP because it lacks significance and integrity. The building is recommended not eligible under Criterion A because it is not associated with an event or pattern of events of local, state, or national significance. It is not associated with the life of a person significant in our past; therefore, it is recommended not eligible under Criterion B. The building is of simple design and common construction and, therefore, is recommended not eligible under Criterion C because it does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; possess high artistic value; or represent a significant or distinguishable entity whose components may lack individual distinction. It is recommended not eligible under Criterion D because it does not have the potential to yield information important in history or prehistory. The building is in its historical location. It lacks integrity of setting because of the addition of post-1965 buildings, launch pads, and associated network of access roads. The building lacks integrity of design, materials, and workmanship because of the alterations that have been completed after the period of significance, including covering the original concrete block exterior, the construction of a large addition on the southeast, the replacement of all personnel doors, and the removal and enclosure of a couple of windows. These alterations and the changes to the setting have negatively affected the integrity of feeling and association.

National Register Eligibility Information (Intensive Level Survey):

<u>NR Count</u>	<u>NR Resource Type</u>	<u>NR Resource Status</u>
1	Building	Non-contributing
		Non-Contributing: 1

National Register Criteria:

**Virginia Department of Historic Resources
Reconnaissance Level Survey**

DHR ID#: 001-0027-0201

Other DHR ID#:

Period of Significance:

Level of Significance:

Graphic Media Documentation

<i>DHR Negative #</i>	<i>Photographic Media</i>	<i>Negative Repository</i>	<i>Photo Date</i>	<i>Photographer</i>
	Digital Images		January 2011	L Thursby

Bibliographic Documentation

Reference #: 1

Bibliographic RecordType: Local Records

Author:

DHR CRM Report Number:

Notes:

Wallops Flight Facility Real Property Records

Cultural Resource Management (CRM) Events

CRM Event # 1,

Cultural Resource Management Event: Survey:Phase I/Reconnaissance

Date of CRM Event: January 2011

CRM Person: TEC Inc

VDHR Project ID # Associated with Event: 2010-2274

CRM Event Notes or Comments:

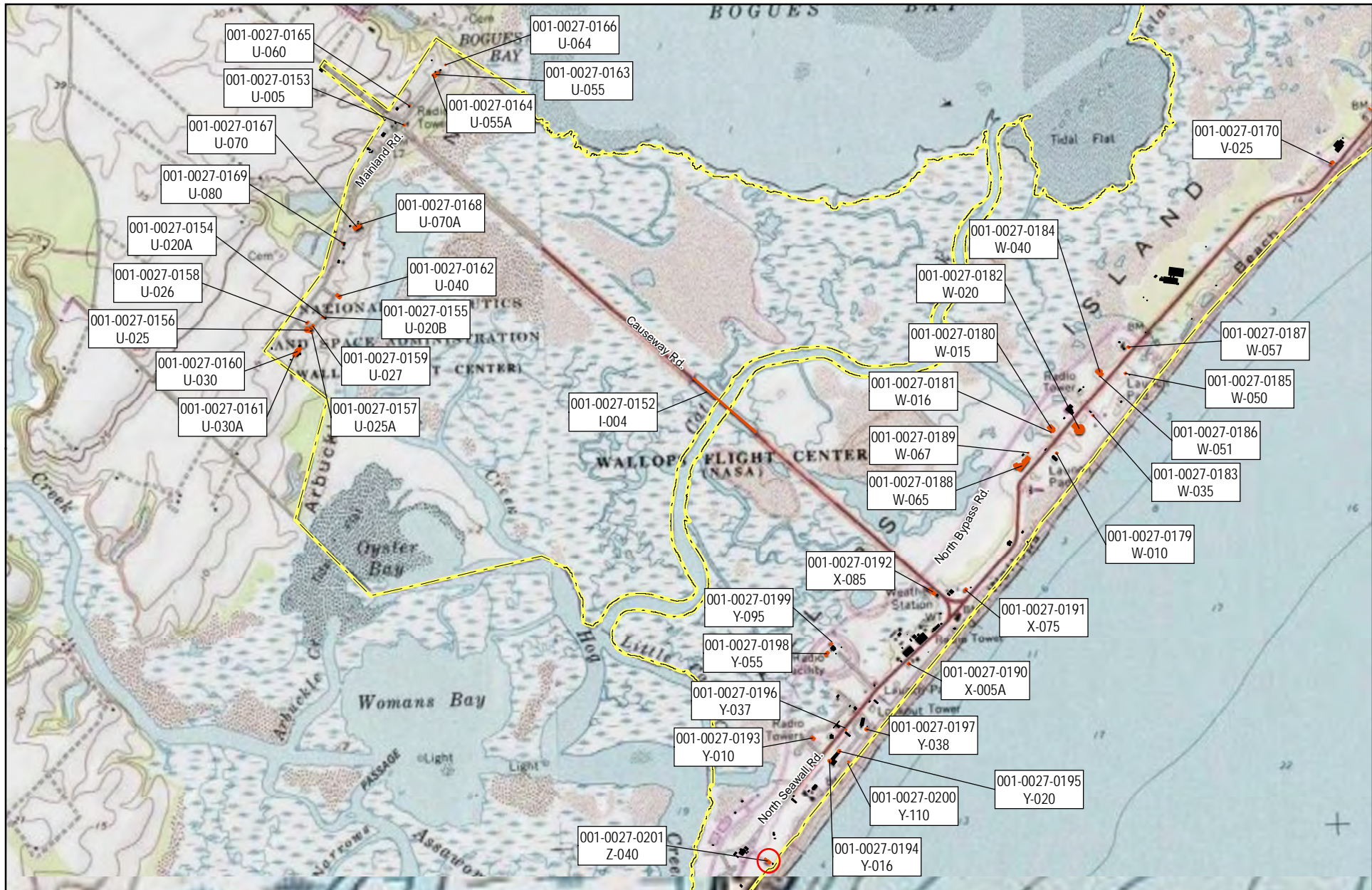
Lori Thursby and Kimberly Martin

Bridge Information

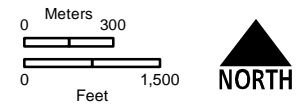
Cemetery Information

Ownership Information

Name: Unknown Unknown
Company: NASA Wallops Flight Facility
Address: Wallops Flight Facility
City: Wallops Island
Zip: 23337 *State:* Virginia *Country:* USA
Phone/Extension: 757-824-1000 000-000-0000 / 0000 0000
Relation to the Property: Owner of property



- NASA Property
- Surveyed Structures
- Buildings





Not to Scale

Cats Creek

North Bypass Road

North Seawall Road

VDHE #
001-0027-0201

Atlantic
Ocean



