

56-2385

(Expires 5/31/2012)



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Mitchel Air Base and Flight Line
other names/site number Mitchel Field, Mitchel Air Force Base
name of related multiple property listing N/A

2. Location

street & number Roughly Charles Lindbergh Blvd, East Rd, Ellington Ave, and West Rd not for publication
city or town Garden City vicinity
state NY code NY county Nassau code 059 zip code 11530

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

X national X statewide ___ local

Roger Daniel Markey 3-19-2018
Signature of Certifying official/Title Date

DS+IPB
State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register determined eligible for the National Register
- determined not eligible for the National Register removed from the National Register
- other (explain:)

[Signature] 5/4/18
Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

Category of Property
 (Check only **one** box.)

Number of Resources within Property
 (Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
128	5	buildings
1		sites
1		structures
		objects
130	5	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

N/A

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

- DEFENSE / Air Facility
- DEFENSE / Military Facility
- TRANSPORTATION / Air-related
- DOMESTIC / Institutional Housing
-
-
-

Current Functions
 (Enter categories from instructions.)

- DOMESTIC / Institutional Housing
- DOMESTIC / Single Dwelling
- EDUCATION / College
- EDUCATION / Education-related
- RECREATION AND CULTURE / Museum
-
-

7. Description

Architectural Classification
 (Enter categories from instructions.)

- LATE 19TH AND 20TH CENTURY REVIVALS /
- Colonial Revival
-
-
-
-

Materials
 (Enter categories from instructions.)

- foundation: Concrete
- walls: Brick, Wood
- roof: Slate, Asphalt
- other:
-

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Mitchel Field Air Base and Flight Line is situated in the center of the hamlet of East Garden City within the Town of Hempstead in Nassau County. Encompassing most of the southern half of Nassau County, the Town of Hempstead incorporates communities inland and along the Atlantic Ocean. Located to the east of the village of Garden City, a historic planned community, and along the northern border of the Town of Hempstead, East Garden City is a predominantly commercial and industrial area surrounded by intensive residential development. The development of the land within the hamlet has been closely tied to its aviation history. The northern half of the hamlet was the location of Roosevelt Field (no longer extant), later the Roosevelt Raceway, and was developed into a commercial area during the late twentieth century. The southern half of the hamlet has been historically defined by the Central Railroad, which runs through its center, and Mitchel Field; both attracted industrial development to the area. While Mitchel Field's historic extent remains evident on the landscape, only its core 108 acres, the focus of this nomination, remains intact to its historic appearance. Historically, Mitchel Field's 1,117 acres were dominated by land used for flying fields, runways, and taxiways, located south of the air base. After the Army closed the field in 1961, much of that open area was used to construct new buildings and athletic fields for Nassau Community College. While remnants of the primary runway going northeast/southwest exist, largely due to its incorporation into parking lots, the flying fields no longer retain integrity to their historic appearance and have been excluded from the historic district boundary.

Mitchel Field was the most important Air Base on the east coast of the United States during the first half of the twentieth century. The Mitchel Air Base and Flight Line, the historic district being designated to honor this history, is roughly bounded to the south by Charles Lindbergh Boulevard and paved parking areas associated with the Cradle of Aviation Museum and Nassau Community College. These paved areas correspond with the northern extent of the historic flying fields. The eastern boundary runs northeast along East Rd (E Rd) from the flight line to the railroad to Ellington Avenue. The northern boundary incorporates two rows of officers housing on Ellington northeast of Selfridge Avenue, and follows the railroad to the west. West Road forms the western boundary of the district. This approximately 108-acre district encompasses Mitchel Field's remaining, and highly intact, historic core, its Air Base and Flight Line. These resources, which include the majority of the primary administrative, operational and residential buildings constructed at Mitchel, continue to illustrate its historic importance.

Narrative Description

Mitchel Field's Air Base and Flight Line was built between 1929 and 1935 using an overall plan and building designs established by the Army's Quartermaster General's Office. The traditional layout for the base featured an ordered, generally rectilinear plan. The Flight Line, which comprised hangars, administrative, and maintenance buildings directly related to flying operations, was located at the southern extent of the base, just north of the flying fields. The base itself has a generally rectangular plan with (from east to west) a section with a rectangular and semi-hexagonal road plan, a central quadrangle with primary buildings, an arched parade

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ground, Officers housing on curvilinear roads, and Non-Commissioned Officers housing on largely straight roads paralleling the railroad tracks. This designed plan has been counted as one contributing site. The Flight Line comprises seven contributing buildings and three non-contributing buildings and the Air Base includes 121 contributing buildings, one contributing structure, and two non-contributing buildings. All of the non-contributing buildings were constructed by Nassau Community College in the years after Mitchel Field was decommissioned. As the Air Base and Flight Line each have a distinct identity, they are described in this section separately.

Flight Line

Mitchel Field's Flight Line, which is the part of an airfield where aircraft are stored and serviced, is located on the south side of Davis Avenue, the southernmost street of Mitchel Field's Air Base. The Base Operations Building, the organizational core of the flight line, is located at the head of the parade ground, just behind the main flagpole. Additional airplane hangars were historically located east of the Operations building, but were demolished for new buildings for Nassau Community College. Several small buildings constructed by the College are located near the Operations building. The west side of the flight line remains largely intact. The firehouse and three of the five hangars remain, as well as two hangar maintenance buildings, which were used for aircraft assembly and housed machine shops. The maintenance hangars were originally longer than the regular hangars; in 1941, the latter were expanded and "bomb-proof" ceilings were added to all hangars. These structures composed the flight line, where all aerial operations began. While all of these buildings have been repurposed for new uses, their original form, materials, and association with each other remain evident. The flight line has been described from east to west.

Maintenance Hangar 6 (Long Island Children's Museum), 1933 (1 contributing building)

One-story, five-bay by seven-bay (110 feet wide by 200 feet long), front-gabled brick maintenance hangar. It has undergone cosmetic changes, including a stucco coating over the entire building, but its massing and structural dimensions are the same. The facade (south elevation) retains brick pilasters flanking original entrance bay opening, which has been partially infilled and has an angled entrance addition. Gable parapet with flat ends extending into a shallow gable. One-story, shed-roofed addition on east elevation. Square windows on north, east, and west elevations. Central roll-up garage door on north elevation. Currently used by the Long Island Children's Museum, which modified the building to its current state.

Maintenance Hangar 5 (Cradle of Aviation Museum), 1933 (1 contributing building)

One-story, five-bay by seven-bay (110 feet wide by 200 feet long), front-gabled brick maintenance hangar with a two-bay by four-bay (19 feet wide by 52 feet long) one- and two-story brick parachute loft. On north and south elevations: central, rolling steel bay doors with large glass windows and a solid base flanked by brick walls with two pilasters. One section of bay doors replaced by roll-up garage door. Gable parapet with flat ends extending into shallow gable; stuccoed, two central vents. East and west elevations have brick walls and steel clerestory windows. Parachute loft is one-story, with a one-bay-wide two-story section (60 feet high) used for storing and folding parachutes. Lit by original steel windows. Currently used for aircraft storage and restoration and retains the most intact hangar interior, including its open plan and "bomb-proof" ceiling.

Building 20 – Firehouse and Brig (Cradle of Aviation Museum), 1933 (1 contributing building)

Two-story, four-bay by five-bay brick hipped-roof building with rear one-story, two-bay by seven-bay brick hipped roof wing. Central, projecting section with quoins, two fire truck bays, and four steel casement

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windows; capped by a projecting front gable with a central circular window with four keystones. Contemporary window on first story, façade west of projecting section. Wide frieze band runs under gable and roofline. On west elevation, one-story brick projecting entrance bay with arched transom over door. Regular fenestration, original steel casement windows on primary and rear building. Currently used as the Cradle of Aviation Museum's curatorial offices and restoration area, the building retains an intact interior plan with open, fire truck bays, original stairs, and room configuration.

Nunleys Carousel Building, ca. 2009 (1 non-contributing building; age, unassociated with historic theme)

One-and-a-half story, five-bay by five-bay building capped by a smaller, octagonal clerestory tower with a cupola and weathervane. A shallow pediment is located over the entrance bay. Walls have brick piers connected by glass walls.

Electrical Vault 60, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door. Boarded up windows with brick surrounds.

Site of Hangar 1, 1934 (not counted)

This building was destroyed by fire in 1981; today, its remnant concrete floor is used as a plaza for the display of historic aircraft.

Hangar 2, 3 and 4 (Cradle of Aviation Museum / Nassau County Firefighters Museum), 1934/2002
(1 contributing, interconnected building)

Each of these hangars originally stood as separate buildings, but were joined during the late 1990s to form the space used by the Cradle of Aviation Museum and Nassau County Firefighters Museum. Each building retains its appearance as a distinct structure; a new museum structure with a primarily glass façade connects Hangars 2 and 3, while Hangars 3 and 4 are connected via a one-story hyphen that blends with the hangar profile. While it is considered one building due to these interconnections, each section is described in turn in this section for clarity.

Hangar 2 is a one-story, five-bay by seven-bay (110 feet wide by 200 feet long), front-gabled brick hangar. On south elevations: central, rolling steel bay doors with large glass windows and a solid base flanked by brick walls with two pilasters. Two sections of bay doors replaced by roll-up garage doors. Gable parapet with flat ends extending into shallow gable; stuccoed, two central vents. West elevation was covered by wood sheathing after fire at Hangar 1. North elevation retains original bay doors; all sections have been painted black.

Cradle of Aviation Museum (2002) is a two-story, nonhistoric building addition with a stepped glass façade made of small panes. Capped by central concrete circular projection.

Hangar 3 is a one-story, five-bay by seven-bay (110 feet wide by 200 feet long), front-gabled brick hangar. On south elevation: central, rolling steel bay doors with large glass windows and a solid base flanked by brick wall with four pilasters on west and one pilaster on east. Gable parapet with flat ends extending into shallow gable; stuccoed, two central vents. North elevation retains original bay doors; all sections have been painted black. A one-story connector is located between the brick pilasters of Hangar 3 and 4; flat black roof, central square skylight.

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Hangar 4 is a one-story, five-bay by seven-bay (110 feet wide by 200 feet long), front-gabled brick hangar. On south elevation: central, rolling steel bay doors with large glass windows and a solid base flanked by brick wall with one pilaster on west and four pilasters on east. Gable parapet with flat ends extending into shallow gable; stuccoed, two central vents. North elevation retains original bay doors; all sections have been painted black. A two-story adjoining brick wing (Building Z) runs along two-thirds of the east elevation of the hangar; simple brick pilasters, contemporary windows in each bay.

Electrical Vault 56, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door. Boarded up windows with brick surrounds.

Student Health Building, ca. 1970 (1 non-contributing building; age, unassociated with historic theme)

One-story, four-bay by two-bay brick building with a flat roof. Slightly inset two-bay entrance. Central bay window. Roofline extends slightly over building.

Theatre Workshop, ca. 1980 (1 non-contributing building; age, unassociated with historic theme)

One-story, four-bay by two-bay prefabricated metal building with a side-gabled roof. Two entrances and a garage bay. Minimal fenestration.

Building 8 – Mitchel Field Base Operations Building (Nassau Community College Student Union), 1933 (1 contributing building)

Two-story, eleven-bay by five-bay, hipped-roof brick building (headers in every 6th course) on a concrete foundation. The two bays on the eastern and western ends of the building project slightly from the central mass, giving it an “I” shape. Faces onto the parade ground. Central entrance with stone surround featuring broken pediment and detailing around second floor window. Base of first military control tower for Mitchel Field remains visible at the center of the roofline. Nonhistoric (ca. 1980) one-story, prefabricated metal hyphen and one-story, front-gabled prefabricated metal wing at rear. Minimal fenestration.

Air Base

The Air Base is essentially composed of three different types of resources (roughly west to east): non-commissioned officer's housing; base buildings which served administrative, operational, or service functions or which provided amenities to servicemen; and officer's housing. The base is divided by its roads into a series of geometric shapes based on these different functions. All of the structures were built in the Colonial Revival style popular in the 1930s. There are 123 buildings on the base today. The buildings retain a very high level of integrity; some even still serve their primary function, housing military personnel. They include: 21 non-commissioned officer duplex houses; 38 officer houses; 16 senior officer houses; 3 personnel dormitories; 3 administrative buildings; an enlisted men's club; an officer club; an operations building; a brig; a hospital; and 37 various service buildings.

The western side of the base is most industrial in character due to its location along the route of the railroad spur which historically connected to the rail line north of the base. These buildings primarily served warehousing and maintenance functions. The open parking lots east of this section historically housed temporary, or “T,” buildings constructed during the early 1940s to house the influx of military personnel.

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Throughout the remaining sections of the base, trees are planted in a regular, orderly pattern along primary roads and walkways. Sidewalks run along the edges of all roads to facilitate easy pedestrian access from one area of the base to another. A large, central parade ground sits at the center of the base's administrative and residential core. All buildings feature front lawns and setbacks, though to varying degrees. The administrative and institutional buildings have the smallest setback, but are designed around a central quad providing internal access and green space. Non-commissioned officers' residences have a deeper setback and senior officers' residences have the greatest setback, providing for expansive front yards. The highest level senior officers housing is further distinguished by its location on curved streets and a semicircular park adjacent to the parade ground.

While the Army and, later, Navy, used a numbering system to refer to all buildings on the base, the evolution of the site over time, as well as the addition of a handful of community college buildings, has resulted in some erosion of the historic numbering system. As a result, the building list for the base is organized by street and then in numerical order by building number (generally east-west or north-south). Newer buildings, or those which lack a known building number, will be included sequentially based on their location on the street. As each of the residential buildings was built from the master plans, each type is identical in style and construction. Minor variations in the plan and modifications to buildings over time have introduced small differences. Thus, each building has been described individually.

5th Street

227, Non-Commissioned Officers Housing, 1932, (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

236, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

237, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

238, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story,

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flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

239, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

11th Street

375 – Pool House, 1932 (2 contributing buildings)

Two identical one-story brick buildings separated by a central metal gate with brick piers. Three-bay by one-bay, one-story, brick building with a slate roof and concrete foundation. Brick quoining. Boarded-up doors. Side-gabled over central bay with front-gabled dormer with cornice returns and two six-pane windows. Three front-gables on each end with cornice returns and central bulls-eye oval windows.

Avenue N

Q Building, ca. 1990 (1 non-contributing building; age, unassociated with historic theme)

One-story, shed-roofed, L-shaped prefabricated metal building. Primary entrance located in the corner of the L. Minimal fenestration.

Bane Road

329, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

330, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

331, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

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332, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

333, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

334, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

335, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

366 – Garage, 1934 (1 contributing building)

One-story, fifteen-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

367– Garage, 1934 (1 contributing building)

One-story, ten-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

Commercial Avenue

251 – Garage, 1932 (1 contributing building)

One-story, seven-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

257 – Garage, 1932 (1 contributing building)

One-story, eight-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

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Davis Avenue

Electrical Vault 61, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door. Small square windows on side elevations.

Building 101 – South Hall, Bachelor Officers' Quarters (Nassau Community College Building S), 1932 (1 contributing building)

Two-story, eleven-bay by seven-bay, H-shaped hipped roof brick building (headers in every 6th course) on a concrete foundation. Central entrance bay projects slightly; one-story portico with columns supporting entablature capped by a balustrade. Central entrance bay is capped by a full pediment. Retains regular fenestration with paired windows in each bay on first and second floors. Each window is capped by a jack arch. Contemporary six-over-six windows; a metal panel is located under each window, suggesting the historic windows were longer. On the north elevation, a semicircular stair leads to the entrance. Cornice under roofline. Five narrow front-gabled dormer windows project from the roof, and four side-gabled skylights project from the roofline.

Building 113 – NCO Club, 1932 (1 contributing building)

Two-story, thirteen-bay by three-bay, flat-roofed brick building (headers in every 6th course). Central, three-bay slightly projecting entrance; central one-story entry porch, columns supporting entablature. On second story, cast stone eared surround with keystone. Windows boarded, but fenestration, concrete sills, and brick jack arches remain.

Duncan Avenue

Building 102 – HQ Continental Air Command (Nassau Community College Nassau Hall), 1932 (1 contributing building)

Two-story, eleven-bay by seven-bay, H-shaped hipped roof brick building (headers in every 6th course) on a concrete foundation. Central entrance bay projects slightly; one-story portico with columns supporting entablature capped by a balustrade. Central entrance bay is capped by a full pediment. Retains regular fenestration pattern with paired windows in each bay on first and second floors. Each window is capped by a jack arch. Contemporary three-over-six windows or six-over-six windows with a three-pane transom; a metal panel is located under the short windows, suggesting the historic windows were longer. Cornice under roofline. Four narrow front-gabled dormer windows project from the roof, and two side-gabled skylights project from the roofline. A two-story seven-bay by four-bay addition projects from the rear (west) elevation).

Building 104 – HQ Continental Air Command (Nassau Community College Building V), 1932 (1 contributing building)

Two-story, eleven-bay by seven-bay, H-shaped hipped roof brick building (headers in every 6th course) on a concrete foundation. Central entrance bay projects slightly; one-story portico with columns supporting entablature capped by a balustrade. Central entrance bay is capped by a full pediment with a bulls-eye window. Retains regular fenestration with paired windows in each bay on first and second floors. Appears to retain original six-over-six windows with three-pane transom. Cornice under roofline. Four narrow front-gabled dormer windows project from the roof, and four side-gabled skylights project from the roofline.

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Building 106 – Base Post Exchange (Nassau Community College Book Store), 1932 (1 contributing building)

One-story, ten-bay by five-bay side-gabled brick building (headers in every 6th course) on a concrete foundation. One-story, two-bay by two-bay front-gabled sections project from each end of the building on the façade (east elevation); central arched window opening with keystones. Quoins on projecting wings and primary building. The windows are original and are steel operable sash with single-pane glass and infill panels. Exterior doors and grilles are aluminum storefront type at the main entrance and hollow metal and wood doors at rear exits. The existing roofing is steep sloped copper standing seam roof, trim, flashings, gutters, and downspouts. Gables on north and south elevations have small, eared parapets.

Building 108 – Enlisted Men's Club, 1933 (1 contributing building)

Nine-bay by five-bay (132-feet long, 73 feet deep) brick building on a concrete foundation. Central one-and-a-half story section, side-gabled roof extends into shed roof on north and south elevations; flanked by one-story sections which mimic roof pattern. Central four bays articulated as an arcade flanked by paired Tuscan pilasters with a brick base and topped by a horizontal modillioned cornice. Two exterior chimneys on ends of center section. Flanking sections have projecting bow windows and slightly corbeled cornices. Windows are aluminum double hung. Exterior doors and grilles are hollow metal, wood, and aluminum.

East Road

Water Pump Vault 551, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Metal door.

Electrical Vault 55, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door and vents.

Ellington Avenue

310, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

311, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

312, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

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313, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

314, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

315, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

316, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

317, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

318, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

319, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

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320, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

321, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

322, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

323, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

324, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

325, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

326, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

327, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed

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entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

328, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

Hazelhurst Avenue

Building 368 – Visiting Officers Housing (Building Y, Bradley Hall), 1932 (1 contributing building)

Two-story, twenty-one-bay by six-bay, H-shaped brick building (headers in every 6th course) on a concrete foundation. Northern and southern ends of the building are front-gabled and have a full pediment with a central semicircular window. Central, two-story five-bay projecting entry portico; two-story brick arches with a balcony at the second story. Portico roofline capped by a balustrade. Six-over-six sash are original to the building. Five front-gabled dormers project from the roofline.

Hospital Road

Electrical Vault 58, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, painted brick building (headers in every 5th course). Metal door and vents.

Media Building / Building T-154 – Last Remaining Temporary Building, ca.1940 (1 contributing building)

The Media Building and T-154, the last remaining temporary building, were built separately and later connected historically via a rear connector. While they are being counted as one building, they are described separately here for clarity.

The Media Building is a one-story, five-bay by two-bay, side-gabled brick building (headers in every 6th course) brick building on a concrete foundation. Concrete steps lead to central double door entrance on south elevation, one eight-over-eight window in each bay. Two eight-over-eight windows on west elevation. Brick chimney at western end of roofline.

T-154 is a one-story, front-gabled two-bay by fifteen-bay frame building covered in asbestos siding. Six-over-six windows in most bays. Two metal doors on northern elevation. Rafter tails visible under roofline. Central front-gabled vent with louvered sides. One-bay wide shed-roofed section extends to south; wooden doors. U-shaped, side-gabled and shed-roofed frame hyphen covered in asbestos siding at eastern end of building connects to media building.

Building 111 – Base morgue (Nassau Community College Mortuary Science classroom), 1932 (1 contributing building)

One-story, two-bay by two-bay hipped roof brick building (headers in every 6th course) on a concrete foundation. Three eight-over-eight sash windows and entrance door on façade; each is divided by a brick pilaster. Contemporary sash windows on other elevations.

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Building 112 – Hospital (Nassau Community College Building H), 1932 (1 contributing building)

Two-story, thirteen-bay by four-bay, hipped roof brick building (headers in every 6th course) on a concrete foundation. Three-bay-wide central projection capped by a full pediment with a semicircular window. Four pilasters, central entrance with arched terra cotta surround capped by arch. Regular fenestration, concrete sills and brick jack arches. Contemporary six-over-six windows with three-pane transom. Heavy cornice. Rear hyphen connects to two-story, seven-bay by four-bay hipped roof 1:5 brick wing.

Greenhouse, ca. 1980 (1 non-contributing building; age, unassociated with historic theme)

One-story, shallow gable roofed prefabricated metal building. On west elevation, four contemporary windows flanked by two double-door entrances. Minimal fenestration.

Building 147 – Mess Hall, ca. 1950 (1 contributing building)

One-story, five-bay by seven-bay brick building (headers in every 6th course) on a concrete foundation. Regular fenestration; original nine-pane picture windows fill most bays. Flat roof projects slightly over the mass of the building.

Jeffrey Avenue

Electrical Vault 31, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door and vents.

Building 35 – Post Bakery, 1933 (1 contributing building)

One-story, two-bay by four-bay (57 feet wide by 68-feet long) brick warehouse (headers in every 6th course) on a concrete foundation. Side-gabled; brick parapet with corner pilasters and limestone coping. Rectangular vent in gable. Two entrances on south elevation; both have concrete steps leading up to them and have been infilled to have smaller, hollow metal doors. All window openings are boarded, retain concrete sills. Metal rolling door at the loading dock on west elevation.

Building 84 – Base Commissary Storage Building, 1931 (1 contributing building)

Two-story, seven-bay by six-bay (128 feet wide by 110 feet long), U-shaped brick (headers in every 6th course) and concrete warehouse. One-story, shed-roofed additions on north and south elevations and within the U. Each bay articulated by a recessed concrete spandrel scored for decorative effect. Retains original steel casement windows. Exterior doors are hollow metal. Cast concrete cornice. Loading bays on north and south.

258 – Garage, 1932 (1 contributing building)

One-story, eleven-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

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Miller Avenue

Building 105 – 1st Air Force Headquarters (North Hall) (Nassau Community College Building N), 1932 (1 contributing building)

Two-story, eleven-bay by seven-bay, H-shaped hipped roof 1brick building (headers in every 6th course) on a concrete foundation. Central entrance bay projects slightly; one-story portico with columns supporting entablature capped by a balustrade. Central entrance bay is capped by a full pediment. Retains regular fenestration with paired windows in each bay on first and second floors. Each window is capped by a jack arch. Contemporary six-over-six windows; a metal panel is located under each window, suggesting the historic windows were longer. On the north elevation, a semicircular stair leads to the entrance. Cornice under roofline. Five narrow front-gabled dormer windows project from the roof, and four side-gabled skylights project from the roofline.

Building 107 – Base Movie Theater (Nassau Community College plans to use for Performing Arts Dept), 1940 (1 contributing building)

Two-story, front-gabled Flemish bond building. Central, three-bay by two-bay projecting vestibule on four-bay by five-bay building with limestone coping. Central marquee on vestibule is boarded up; north and south bays have arched doors with semicircular transoms and solid brick surrounds with limestone keystones and springing blocks. North and south bays framed by pilasters which support ends of broken pediment in gable. Three rectangular windows and one semicircular window (all boarded) with keystones light upper story; north and south elevations have same fenestration detail. Slate roof. Servicemen saw first run movies at this theater before they opened at the movie palaces in New York and Los Angeles.

Building 115 – Base Gymnasium, 1933 (1 contributing building)

Two-story, seven-bay by nine-bay (94 feet wide by 132 feet long) cross-gabled brick (headers in every 6th course)Georgian Revival gymnasium. Two-story, three-bay pedimented entry portico on façade (north elevation) supported by four columns; simple frieze and pediment. Two replacement entry doors retain surround with eared molding and cornice. Contemporary aluminum windows. Horizontal cornice running below the gable. End gables have pediment with pilasters and concrete coping.

116 – Swimming Pool, 1940 (1 contributing structure)

In-ground swimming pool, located just southwest of the gymnasium. Concrete walkway surrounding concrete pool which slopes in depth.

240, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

241, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story,

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flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

242, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

243, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

252, Garage, 1932 (1 contributing building)

One-story, four-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

253, Garage, 1932 (1 contributing building)

One-story, five-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

254, Garage, 1932 (1 contributing building)

One-story, seven-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

Electrical Vault 52, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door. Boarded up windows with brick surrounds.

Electrical Vault 56, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door. Boarded up windows with brick surrounds.

359, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

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Building 374 – Officers' Club (Building K), 1932 (1 contributing building)

Eleven-bay by five-bay brick building on a concrete foundation. Central one-and-a-half story section, side-gabled roof extends into shed roof on north and south elevations; flanked by one-story sections which mimic roof pattern. Central seven bays articulated as an arcade flanked by paired Tuscan pilasters with a brick base and topped by a horizontal modillioned cornice. Two exterior chimneys on ends of center section. Flanking sections have projecting bow windows. Arched windows and metal bow windows remain. One-story wing and cross gables to the rear (south elevation).

Railroad Avenue

Building 16 – Maintenance Building (U.S. Navy Post Exchange), 1932 (1 contributing building)

One-story, nine-bay by four-bay (202 feet wide by 102 feet long) brick veneer (headers in every 6th course) and steel frame warehouse made up of three sections. Each has a front-gabled roof with a stepped parapet with projecting corner pilasters and cast concrete coping. Garage bay openings have brick or aluminum infill and retain cast concrete sills and headers. Aluminum storefront in one bay on east elevation; two bays filled with aluminum roll-up doors on west elevation.

Building 17 - Aircraft Motor Repair Shop (Nassau County Sign Shop), 1932 (1 contributing building)

One-story, nine-bay by four-bay (202 feet wide by 102 feet long) brick veneer (headers in every 6th course) and steel frame warehouse made up of three sections. Each has a front-gabled roof with a stepped parapet with projecting corner pilasters and cast concrete coping. Garage bay openings have T-111 siding infills with small windows and retain cast concrete sills and headers. Two bays filled with aluminum roll-up doors on east elevation and three on west elevation. One-story, shed-roofed, one-bay-wide, façade-length CMU addition on south elevation; one-story, front-gabled, one-bay by two-bay CMU addition on west elevation.

Building 19 – Commissary Office (U.S. Family Health Plan Center), 1932 (1 contributing building)

One-story, three-bay by four bay brick veneer (headers in every 6th course) and steel frame front-gabled warehouse. Stepped parapet with projecting corner pilasters and cast concrete coping. Garage bay openings have brick or aluminum infill and retain cast concrete sills and headers. Steel windows remain under roofline on southern elevation. One story, ca. 1960 flat-roofed U-shaped stucco addition extends to the north; metal doors, no fenestration.

Building 21 – West Guard House, 1932 (1 contributing building)

One-story, three-bay by four-bay (32 feet wide by 42 feet long) hipped roof brick building (headers in every 6th course). Contemporary replacement windows, retain concrete sills. Projecting front-gabled entry bay on façade; gable end articulated as pediment with louvered oculus. Classical door surround with Tuscan pilasters and cornice; door flanked by tall, narrow windows.

Building 26 – Water Main Supply, 1932 (1 contributing building)

One-story, three-bay by two-bay brick building (headers in every 6th course) with a flat roof. Windows and garage bay boarded up; retain concrete lintels.

Building 32 – Gas Station, 1932 (1 contributing building)

One-story, five-bay by two-bay brick building (headers in every 6th course) with a flat roof. Some window and door openings bricked over and others boarded up. Cast stone cornice band a foot under roofline.

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Building 258 – Garage, 1932 (1 contributing building)

One-story, eleven-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Each bay has an aluminum overhead door.

Rice Circle

361, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

362, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

363, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof. Building 363, originally the base commanding officer's quarters (currently the college president's house), has a one-story sunroom addition on the side opposite the two-story enclosed porch.

364, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

365, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

Quarter Service Road

369 – Garage, 1932 (1 contributing building)

One-story, three-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Overhead aluminum door, two two-over-two windows. Cornice returns in gable. Attached electrical vault.

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Electrical Vault 57, 1934 (1 contributing building)

One-story, front-gabled, one-bay by two-bay, brick building (headers in every 5th course). Louvered metal door and vents.

370 – Garage, 1932 (1 contributing building)

One-story, three-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Overhead aluminum door, two boarded window openings. Cornice returns in gable. Attached electrical vault.

371 – Garage, 1932 (1 contributing building)

One-story, three-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Three overhead aluminum doors. Cornice returns in gable. Attached electrical vault.

372 – Garage, 1932 (1 contributing building)

One-story, two-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Two overhead aluminum doors. Cornice returns in gable. Attached electrical vault.

373 – Garage, 1932 (1 contributing building)

One-story, two-bay by two-bay, side-gabled brick garage (headers in every 6th course) on a concrete foundation. Two overhead aluminum doors. Cornice returns in gable. Attached electrical vault.

349, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

350, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

351, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

352, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

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353, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

354, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

355, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

356, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

357, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on north elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

358, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. Six-over-six replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

Wheeler Avenue

215, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, four-bay by two-bay, brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance bay with paired entrances; doors capped by arched transoms with Adamesque muntins. One-story, flat-roofed enclosed side porch on east and west elevations. One-over-one replacement windows. Asphalt roof.

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216, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, four-bay by two-bay, brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance bay with paired entrances; doors capped by arched transoms with Adamesque muntins. One-story, flat-roofed enclosed side porch on east and west elevations. One-over-one replacement windows. Asphalt roof.

217, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

218, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, four-bay by two-bay, brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance bay with paired entrances; doors capped by arched transoms with Adamesque muntins. One-story, flat-roofed enclosed side porch on east and west elevations. One-over-one replacement windows. Asphalt roof.

221, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

222, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

223, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

224, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped roof, four-bay by two-bay brick duplex (headers in every 6th course) on a concrete foundation. One-story, two-bay-wide projecting brick central entrance with a paired entrance and prominent cornice; each doorway is framed by projecting Tuscan pilasters and has an Adamesque transom. One-story, flat-roofed frame side porches on brick foundation on east and west elevations. One-over-one replacement windows. Asphalt roof.

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231, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

232, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

233, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

234, Non-Commissioned Officers Housing, 1932 (1 contributing building)

Two-story, hipped-roof, four-bay by two-bay brick duplex on a concrete foundation. One-story, two-bay-wide projecting frame central entrance bay with simple, rectangular columns, pilasters, and entablature; entrances on the east and west sides. One-story, flat-roofed brick side porches on east and west elevations. One-over-one replacement windows. Asphalt roof.

337, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

338, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

339, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

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340, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

341, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

342, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on east elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

343, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

344, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Asphalt roof.

345, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

346, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

347, Senior Officers Housing, 1932 (1 contributing building)

Two-story, side-gabled, five-bay by two-bay brick house (headers in every 6th course) on a concrete foundation. One-story, Tuscan columned projecting brick entry porch with concrete steps. Two-story enclosed

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entry porch on west elevation. One-over-one replacement windows. Wood cornice projects slightly at roofline, cornice returns on side gables. Slate roof.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

MILITARY HISTORY

ARCHITECTURE

ENGINEERING

Period of Significance

1928-1961

Significant Dates

1932, 1939-45

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Army Corps of Engineers

Ralph Jannotto Construction Company

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The period of significance extends from 1928, when the Army laid out and constructed the current air base, through 1961 when it was officially closed.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Mitchel Air Base and Flight Line is significant at the national level under Criterion A in the area of military history for its role as the premier and critical military air base and air field on the east coast during the first half of the twentieth century. Decades before it became the most strategic airfield on the eastern seaboard, Mitchel Field was the site of early technical and physical breakthroughs in aviation. Early in the twentieth century, the Hempstead Plains' flat landscape, prevailing winds, and proximity to New York City attracted early aviation pioneers. After the United States entered World War I in 1917, the government purchased a large portion of the Hempstead Plains to establish two, hastily constructed airfields: Roosevelt Field and Mitchel Field. In the years after the war, Mitchel Field became a hub of aviation activity on Long Island. Several air races were held at the field, which became the site of broken speed records and innovations in aviation technology. Though the field remains important in aviation history for these early accomplishments, its built environment reflects its formalization into the east coast's most important air base in the decades before World War II. In 1928, the military began a multi-year campaign to make Mitchel Field a permanent base. By 1932, Mitchel sported new hangars, a military housing complex, and typical base amenities. After becoming a permanent military base, the tradition of innovation continued; in 1938, Mitchel was the starting point for the first transcontinental non-stop flight by Army B-18 bombers. After the onset of World War II, the military population at the base expanded dramatically. As the key Army Air Force installation in the Northeast, Mitchel Field played a critical role during World War II and the Cold War. As the home to the Headquarters of the First Air Force, the Northeast District, and the Air Force Reserve, all aspects of strategy, defense, research, and the training of new aviators were directed from Mitchel Field. Anti-submarine patrols left from the base, and a fighter wing was maintained to protect New York City's airspace. In addition, the field served as a primary embarkation point for military personnel leaving for the European theater. As the war progressed, Mitchel Field's hospital was expanded to enable it to serve as a triage center for all incoming casualties. Half a million military personnel were mustered out of service at Mitchel Field at the end of the war. The First Air Force Continental Air Command (CAC), responsible for the air defense of the United States, operated from Mitchel Field from 1945 through 1961. The base continued to serve as a primary center for military transportation activities and maintained a fighter wing serving New York City. By the mid-1950s, Nassau County's dramatic suburban development had begun to affect operations at Mitchel Field. Newer, larger aircraft and cargo planes required longer runways, but the field lacked the room to expand. In 1961, Mitchel Field was closed.

The property additionally has statewide significance under Criterion C in the areas of architecture and engineering as New York's first and primary intact example of an early twentieth century national military airbase. The Mitchel Air Base and Flight Line's collection of military and aviation-related architecture and engineering structures primarily reflect the substantial development of the airbase between 1928-1932. The district is typical of the Army's first generation of permanent air bases constructed in strategic locations across the country and which featured traditional military plans with parade grounds, standard building types, and regionally styled architecture. In 1928, the military began a campaign to improve and modernize Mitchel Field with the goal of making it a permanent military post. Dramatic improvements in aviation technology resulted in the need for expanded, concrete runways and taxiways. In addition, the Army Corps of Engineers designed a military base to serve the airfield. The base and flight line was constructed by the Ralph Jannotto Construction Company, a Long Island contracting firm. The flight line included eight hangars, two maintenance hangars, a firehouse, and an air control tower; three hangars, the two maintenance hangars, and firehouse remain. The

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buildings constructed for the base were primarily designed in Colonial Revival styles; they serve as good examples of the style, both in the context of an early twentieth century military base and in comparison with similar period construction on Long Island. Although the airfield itself no longer retains integrity due to late twentieth century development to serve Nassau County Community College, the Mitchel Field Base and Flight Line is substantially intact. The base's historic plan and roads remain, and the buildings constructed during the 1928-1932 campaign have largely been retained and have few alterations.

Early Military History of the Hempstead Plains

The Hempstead Plains was created by the silty leading edge of the great glacier from the last ice age; as the glacier receded it left behind what we now know as Long Island, the middle section of which was and is treeless; as such, there was always a prevailing wind. The plains encompass 61,000 acres of what is actually a prairie, it occupies the central portion of Nassau County, about midway between the north and south shores of Long Island. It extended westward to the Village of Floral Park, which sits on the edge of Queens County, eastward to the hamlet of Bethpage, a distance of about 12 miles, having its greatest breadth from north to south of about seven miles near its eastern edge. The surface of the Hempstead Plains slopes gently southward at rate of one foot in 300 feet. It ranges in altitude from 60 to 200 feet above sea level. The distinctive purple wildflower, the Birdfoot Violet, thrived in the open, grassland environment.¹

Beginning in the 1630s, in the English farming tradition, the plains were used as common ground for the grazing of animals. At the dawn of the American Revolution, the Hempstead Plains were a focal point for encampments of American militia, and after the American defeat at Brooklyn Heights, the British and American Loyalist regiments found the plains an ideal location for military drills, reviews and encampments. The plains became a natural spot for the mustering of the Loyal Queens County Militia under the command of Colonel Archibald Hamilton. The plains were chosen as the summer encampment location for both the Sixteenth "Queens Own" Light Dragoons and the Seventeenth Light Dragoons. Homesick British officers enjoyed fox hunting on the plains during their stay in the nearby village of Hempstead.²

After the American Revolution, the Hempstead Plains were once again home to sheep and cattle as they had been for the previous one hundred and fifty years. Occasionally a militia company from New York City might encamp upon the plains during the summer or early fall. For instance, in early September 1836 the Veteran Corps of Artillery, Jefferson Guards and Napoleon Cadets of New York visited the Hempstead Plains for an encampment and target practice. This visit of neatly uniformed and well drilled volunteer soldiers to the area prompted several local citizens to form a uniformed volunteer company of their own, the Hempstead Light Guards. This company, along with other volunteer companies and the local common militia, would drill upon the plains each fall as required by the New York State Militia Law of the period.³

Within two decades the Hempstead Plains would take on more importance as a military encampment location. At the outset of the Civil War, it became necessary to establish camps to train new recruits joining the military

¹ Roland Harper, "The Hempstead Plains: A Natural Prairie on Long Island," *Bulletin of the American Geographic Society* 43 (1911): 351-360.

² Natalie Naylor, *Nassau County: From Hinterland to Suburban Metropolis* (Albany: Empire State Books, 2008), 143.

³ Bernice Schultz Marshall, *Colonial Hempstead*, 2nd ed. (New York: Ira Friedman, Inc., 1962).

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in response to President Lincoln's call for northern men to defend the Union. The military established camps on Staten Island, on the Union Course in present day Woodhaven, Queens, and on the Hempstead Plains near Mineola. New York State military officers determined the site of the Hempstead Plains encampment and began the task of preparing the area for a large-scale military camp. Camp Scott was situated south of Old Country Road and traversed present day Washington Avenue. Twelve wells were dug for the coming soldiers and the area, approximately 50 acres, was marked off to indicate the camp's boundaries.⁴

The Third New Hampshire Infantry Regiment and the Eighth Maine Infantry Regiment, as well as several other New England and New York regiments were sent to Camp Scott for training. The Third New Hampshire, 1000 men strong, arrived on September 4, 1861, having traveled by train, steamboat, and finally the Long Island Rail Road from Hunter's Point to Mineola. The regiment disembarked the train and marched the short distance to the site of the encampment. The regimental officers were impressed by the expanse of the plains and immediately began to set up quarters. The camp was "laid out in streets, one street for each company, tents upon each side facing inward, with four men for each tent. Generally life was quite peaceful and routine within the camp, "drill, drill, drill, every day. The usual camp scenes: visitors of both sexes, of vendors of fruits and vegetables, of receiving mail, etc., etc."⁵ Many citizens from both Mineola and Hempstead became frequent visitors to Camp Scott; the soldiers were issued passes and encouraged to visit both villages.

Camp Scott was not to be the encampment originally planned for, with over ten regiments of New England troops. In fact its life ended shortly after it began when on Saturday, September 14th, the Third New Hampshire and Eighth Maine received their orders from the Command General, Winfield Scott, to "Come here (to Washington) with all your command without delay, leaving the smallest guard necessary to protect your camp."⁶ After the humiliating Union defeat at Bull Run, the Union's capital was often in danger of near certain capture by the Confederate military. Both regiments took leave of the camp that very day by way of the Long Island Rail Road to Hunters Point, their point of entry eleven days earlier. By next morning they were in Philadelphia on the way to the front! By September 23, "the encampment was entirely broken up."⁷ The guard of the 3rd New Hampshire and 8th Maine Regiments had struck their tents and rejoined their regiments in Washington along with their horses, ambulances and other equipment.⁸

The plains quickly reverted back to its pastoral beauty and peace-time nature of grazing lands after the soldiers left. In the late nineteenth century, residents from the environs of the Town of Hempstead would load their families into buggies and ride out to pick wild flowers on the large expanse known as the Hempstead Plains, which ran down the spine of what later would become Nassau County. In 1890, a person standing in the vicinity of what would later become the villages of Uniondale and East Meadow would have had a 360-degree panoramic view of an ocean of undulating waves of purple wildflowers pushed by the ever-steady wind.

⁴ John S. Moody, ed, *The War of the Rebellion: A Compilation of the Official War Records of the Union* (Washington: United States War Department, 1889), 171.; EJ Copp, *Reminiscences of the Rebellion* (New York: Telegraph Publishing, 1911), 22; Harrison Hunt and Bill Bleyer, "The Home Front on Long Island During the Civil War," in *Nassau County Historical Journal* 70 (2015): 37-46; D. Eldridge, *The 3rd New Hampshire and All about It* (Boston: E.B. Stillings and Co., 1893), 26.

⁵ Eldridge, 25.

⁶ Eldridge, 26.

⁷ *Queens County Sentinel*, September 26, 1861.

⁸ Eldridge, 26.

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In 1898, the United States declared war against Spain shortly after the Battleship *Maine* exploded in Havana Harbor in Cuba on February 15. The United States began to mobilize its military forces and needed to rely on the individual state's militias or National Guard forces. New York set about organizing its forces for training shortly after the April 11th declaration of war. Many of the New York troops were sent to the Hempstead Plains for training at Camp Black, located south of Old Country Road and north of the Central Line of the Long Island Railroad.

Creating a major army camp on the reverted purple plains required significant arrangements. Every farmer within a radius of five miles was made to get out all of his rolling stock for the transportation of luggage from the railroad track to the camp, a distance of nearly half a mile. On early trains, a great stock of tents and poles and bales of hay had arrived. The camp had been all carefully surveyed and the space to be allowed to each tent marked out. The farmers, their sons, and hired men dumped a roll of canvas, a set of poles, guy ropes, and stakes on each plot. A bale of hay was placed beside each tent; it was all the protection from the dampness of the ground that the soldiers would get. The first soldiers to arrive were of the Forty-First Separate Company of Syracuse. Presently men from all over New York State began to occupy the plains, including the famous Fourteenth Regiment of Brooklyn and the Sixty-ninth Regiment, also known as the "Fighting Irish Regiment." The regiments kept rolling in, filling the plains with long rows of white tents.

By early June many of the New York troops proceeded south to Tampa, Florida, to prepare for transport to Cuba. On June 20, 1898, Private Post and the men of the Seventy-first New York landed on Cuba to put their training to the test. On July 17th, the fighting in Cuba was over, the Americans accepting the surrender of Spanish forces on the island. Camp Black was dismantled by September 1898.⁹

Early Aviation on the Hempstead Plains

In the early years of the 20th century, the Hempstead Plains once again reverted to a peaceful prairie. However, its open landscape appealed to more than the region's farmers. Beginning in 1904, Vanderbilt Cup automobile races were held on the roadway traversing the Hempstead Plains. The exceptionally level ground was ideal for this endeavor and, for the same reason, it was ideal for early aeronautical experiments.¹⁰

In 1909, Glenn Curtiss, a leading aeronautical experimenter and a member of the New York Aeronautic Society, took off from the plains in his airplane, the Golden Flyer. His revolutionary Golden Flyer aircraft, the first to incorporate aileron flight controls, was first delivered to Morris Park Racetrack in the Bronx, where it made a few short flights. Unhappy with the cramped surroundings, Curtiss looked for a more acceptable area to fully test his new creation. A day trip to central Long Island revealed the Mineola area to be 'a nice flat place,' so Curtiss and the Aeronautic Society moved their equipment and activity there. Curtiss flew over the nearby villages of Mineola and Westbury. Curtiss's flight drew attention to the virtues of the Hempstead Plains: its flat landscape; its prevailing winds, which helped lift the under-powered aircraft; and, equally important, its proximity to New York City.

⁹ Vincent Seyfried, *The Long Island Railroad: A Comprehensive History* (Garden City, NY: Private Publisher, 1975), 74, 204.; *The Long Island Farmer*, May 6, 1898.

¹⁰ Harper, *The Hempstead Plains*, 354, 360.

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During the early twentieth century, the fledgling aviation industry migrated to the Hempstead Plains. Locals and aviators alike began building their own airplanes and using informal airfields in the area. Several flying schools and aircraft factories sprang up such as the Moisant Flying School, located at Flying Field number 1, later Roosevelt Field; the Mineola Flying Field; the Walden Flying School at Mineola Flying Field; The Wright Brother's seaplane flying school in Glen Head, New York; and the Curtiss Aeroplane factory in Garden City, one mile west of Mitchel Field. From these early pioneers in the "cradle of aviation," Long Island rapidly became the center of the aviation world.¹¹

The 1910 International Aviation Meet at Belmont Park, which was by far the most important aeronautical event on Long Island and in the country up to this time, helped solidify the region's reputation. The greatest aviators from America and Europe came to Long Island to showcase their latest flying machines. Speed, altitude and endurance records were established at the meet which were awarded with prize money and, equally important, with bragging rights. A participant at the 1910 International Meet, the famed British aviator Claude Grahame-White, wrote in that year that:

If I should say what I really think about the future of aeronautics, people would laugh at me. I believe that the time will come when the public will look back at such men as I am and wonder how we could have been so foolish as to trust our lives in the airplane of today...the time will come when transatlantic airships will be as common as steamers are today, perhaps more so.¹²

The prescient Claude Grahame-White and Orville Wright were the only aviators at the International Air Meet at Belmont Parks to reach an advanced age. They died at 80 and 78 years, respectively; all of the other participating aviators at the Belmont Meet died in air crashes before the 1910s came to close.

A similar air meet was held at the Nassau Boulevard airfield in Garden City in 1911, featuring, as a demonstration, the first official air mail flight in the United States. Regular air mail service was established in 1918 at Belmont Park with flights from there to Washington DC. Another aviation milestone also took place in 1911, when Cal Rodgers, in a Wright biplane, the Vin Fizz, flew the first transcontinental flight from Long Island to California. It took Rogers 49 days to complete the trip.¹³

World War I and the Establishment of Mitchel Field

After the United States entered World War I, the country faced the challenge of meeting the immediate demand for military personnel, including thousands of pilots, planes, and mechanics. Establishing new training facilities was essential to meet the Allied demand for 5,000 pilots and 50,000 mechanics by 1918, and Long Island's open landscapes remained appealing as sites for military bases.¹⁴ Camp Mills, which was named for Major General Albert L. Mills, Chief of the Division of Militia Affairs for the War Department, was established on the Hempstead Plains, east of Garden City. In 1917, with America's entry into the First World War, Camp Mills became the training encampment of the 42nd Infantry Division, also known as the "Rainbow Division,"

¹¹ Joshua Stoff, *The Aerospace Heritage of Long Island* (Hempstead, NY: Hofstra University, 1989), 18.

¹² Stoff, *Aerospace Heritage of Long Island*, 19-20; Gavin Mortimer, *Chasing Icarus: Seventeen Days in 1910 That Forever Changed American Aviation* (New York: Walker and Company, 2009), 23.

¹³ Stoff, *Aerospace Heritage of Long Island*, 19-22.

¹⁴ Elizabeth Brown, "Historic Mitchel Field," *Nassau County Historical Journal* 20 (1959): 8.

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which was made up of Infantry Regiments and Field Artillery from all over the country, including the old Fighting 69th New York, now designated the 165th Infantry. Douglas MacArthur, who had helped found the division, was one of its brigade commanders. F. Scott Fitzgerald, who was stationed at Camp Mills in 1918, described his experiences in *The Beautiful and the Damned*.¹⁵

In 1917, the federal government obtained an additional 800 acres of the Hempstead Plains adjacent to and to the south of Camp Mills in East Garden City to build two airfields. This acquisition contained an existing civil aviation field called the Hempstead Plains Airfield as well as additional acreage to the south. The Army initially referred to the northern section as Aviation Field Number One and the southern portion as Aviation Field Number Two; later, they were referred to as Hazelhurst Field 1 and 2. The two fields encompassed an area bordered by Clinton Avenue in Garden City to the west, Merrick Avenue in East Meadow to the east, Old Country Road to the north, and Hempstead Turnpike to the south.

A row of large wooden hangars was constructed in 1917 at Hazelhurst Field Number 2 (later Mitchel Field), allowing the field to serve as a major training center for the fledgling Army Air Corps. Hundreds of American aviators were trained at these two flying fields – more than anywhere else in the United States. The pilots began learning to fly with the short wing Breece Penguin, a plane that would taxi to take-off speed but didn't have enough wing surface to leave the ground. The flying cadets eventually graduated to the Curtiss JN-4 Jenny, which was manufactured a mile away at the Curtiss factory in Garden City. They would finalize their training in imported French Nieuport 17 fighters before shipping overseas for combat duty.¹⁶

Several squadrons were organized at Hazelhurst Fields 1 and 2 and later shipped to France. Many other aviators were shipped over as replacements to existing squadrons. Some, such as the 352nd Aero Squadron, remained stationed on Long Island in response to the threat of German U-Boats; the Cruiser *U.S.S. San Diego* was the victim of a U-Boat attack off of the coast of Long Island. The 352nd, which was stationed at Hazelhurst Number 2, conducted twice daily patrols off Long Island to detect enemy submarines.

The majority of American casualties during the war were not the result of combat operations; the biggest killer was the Spanish Influenza. Sick troops were sent back from Europe to Mitchel Field for treatment and for debarkation, severely straining the hospital services at Mitchel Field and nearby Camp Mills (no longer extant). Relatives of influenza victims traveled by train to the Garden City Station at Camp Mills to take the sick home; unfortunately, this spread the disease to the hinterlands. Many relatives were informed soon after arriving that their loved ones had already succumbed to the disease. The Army was overwhelmed by this medical emergency and had to establish a morgue-tent city to house thousands of dead soldiers.¹⁷

During the war, two notable airmen were killed while in service to their country. Quentin Roosevelt, President Theodore Roosevelt's youngest son, was killed flying a mission over France. John Purroy Mitchel, the mayor of New York City from 1914 to 1917, joined the Air Corps and fell from his plane on a training flight over

¹⁵ Leo Polaski, *Long Island's Military History* (Charleston, SC: Arcadia Press, 2004), 85, 89.; F. Scott Fitzgerald, *The Beautiful and Damned* (New York: Charles Scribner's Sons, 1922), 352-54.

¹⁶ Polaski, *Long Island's Military History*.

¹⁷ Brown, "Historic Mitchel Field," 2.

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Louisiana. In their honor, Hazelhurst Flying Field Number 1 was renamed Roosevelt Field in 1919 and the adjoining Hazelhurst Flying Field Number 2 was renamed for John P. Mitchel in 1918.¹⁸

After World War I, the War Department conducted a review of all of the flying fields established by the Army's Air Service to rein in and better understand the substantial military expenditures that had occurred rapidly in the preceding years. Roosevelt Field and many smaller Army airfields on Long Island were sold off as surplus. Roosevelt Field reverted to civilian use and its western section was renamed Curtiss Field in 1920.¹⁹ Mitchel Field, due to its size and the opportunity for expansion, remained as the only Army airfield on Long Island and was reclassified as the primary base for the air defense of New York City. The government formally authorized the purchase of the land in 1919.²⁰

Mitchel Field During the 1920s

While the base's physical facilities were allowed to deteriorate somewhat in the years immediately following the war, Mitchel Field soon became the hub of aviation activities and innovations. At the time, it had among the best facilities of any military airfield in the country and it had direct rail and road infrastructure linking it to New York City. It was also immediately adjacent to the large Curtiss aircraft factory (no longer extant) on the west side of the field, the largest non-governmental aircraft research & development plant in America in the 1920s. This made Mitchel Field a focal point for the flight testing of experimental military aircraft. In July 1920, four Douglas DH-4B airplanes left Mitchel for a flight to Nome, Alaska. They returned the following month after traveling 9,300 miles.²¹

During the 1920s, the Golden Age of Air Racing, some of the nation's most prestigious competitions were held on Long Island. On November 27, 1920 (Thanksgiving Day), the Pulitzer Trophy Race was held at Mitchel Field. The race consisted of four laps of a 29-mile course above central Long Island. The winner of the 1920 race was Army Captain Corliss Mosely, flying a stripped down Army pursuit plane at an average speed of 157 miles per hour. Mitchel Field also hosted the 1923 and the 1925 Pulitzer Trophy races. The Pulitzer trophy races were the forerunners of the National Air Races that have over the decades produced several significant aviation technologies.

The most significant aviation development took place at Mitchel Field September 24, 1929. Flying in a specially modified Air Corps Consolidated bi-plane, Air Corps pilot Lieutenant James H. Doolittle, who was on loan from the Army to Harry F Guggenheim's Full Flight Laboratory Foundation at Mitchel Field, became the first pilot to take off, fly, and land an airplane with no outside vision. A black hood was pulled over the cockpit, and, utilizing new instrumentation - an artificial horizon and directional gyroscope developed by the Sperry Corporation, Doolittle took off from and landed at Mitchel Field after a fifteen-mile flight. This "Blind Flight" was

¹⁸ Stoff, *Aerospace Heritage of Long Island*, 24; *New York Times*, July 25, 1918.

¹⁹ In 1929, Curtiss Field was purchased by Roosevelt Field, Inc., which operated a private civilian airport on the property. In 1936, half of the land was sold off and became the Roosevelt Raceway.

²⁰ Joshua Stoff, *Long Island Airports* (Charleston SC: Arcadia Press, 2004), 16-19,42; Jerold E. Brown, *Where Eagles Land: Planning and Development of U.S. Army Airfields, 1910-1941* (Westport, CT: Greenwood Press, 1990), 55-58; *New York Times*, June 12, 1919.

²¹ Stoff, *Long Island Airports*; Preston Basset, "Long Island, Cradle of Aviation," *Long Island Forum* (1950), 25-26; Stoff, *Aerospace Heritage of Long Island*, 29, 31; Steve Buczak, *Long Island Airfields of Yesterday East Meadow 1914-1950* (1992), 4. Available at <<https://longislandmemories.org/>>.

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one of the most monumental in aviation history, as it confirmed the possibility of night flight and flying in all inclement weather conditions using instruments only.²²

Expansion of Mitchel Field and Development of the Air Base

Doolittle's testing took place against a backdrop of intense activity at Mitchel Field. Beginning in 1928, the Army began undertaking a major construction project to modernize and improve the 1,117-acre field's facilities. The extensive building program was necessary to replace the hastily constructed and obsolete buildings constructed during World War I and was the result of a new recognition of the importance of the Army Air Service to national defense. Between 1928 and 1932, the Army removed the temporary, frame buildings at the site and built an entirely new base at Mitchel Field.

This large-scale project was made feasible by the Air Corps Act of July 2, 1926, which provided unprecedented support for the Army's aviation branch. While not specifically directed to installations, the act provided for more personnel and equipment; this naturally resulted in improvements to stations and flying fields under the five-year program. Although this growth was slated for a five-year period, delays imposed by economic considerations caused implementation of the program to stretch over nearly a decade. In May 1926, General Mason Patrick, commander of the Army Air Corps, outlined a strategic plan for the buildup of forces that called for consolidating flying activities to reduce overhead expenses while meeting the strategic objectives of supporting the Army forces and providing aerial forces for national defense. Nine observation squadrons would be stationed at existing installations to support the Army Corps areas.

Mitchel Field would be one of those existing installations to benefit from this act, and was the only one located in New York state; it became the home of the 9th Observation Group.²³ General Patrick's 1927 comprehensive facilities plan incorporated his previous plan and also called for the construction of permanent facilities to replace the temporary wartime buildings at most aviation stations, including Mitchel Field. Another important consideration in the need to refurbish flying fields was the advancement in technology with respect to aeronautics and airfield design and construction. Thirteen years after their construction, Mitchel Field's temporary structures began to come down in 1929.

The Army Air Corps Base was designed and engineered by the Army Corps of Engineers and built by the Ralph Jannotto Construction Company, a local Long Island contractor. Much of the field's construction was also assisted by workers funded through the Works Progress Administration (WPA). Mitchel Field was built on a national standardized design established by the Office of the Quartermaster General demarcating building types, building locations, and general street and landscape plans, making it similar in concept to other Army Air Corps fields built around the country at the same time. As a result, historic aerial photographs of Mitchel Field look similar to historic images of Selfridge Field in Michigan (extant), March Field in California (extant) or Hickham Field in Hawaii (extant, NR Listed 1985).²⁴ While these bases were built to serve the young military technology of aviation, they were laid out in a traditional military plan featuring two grand perpendicular axes intersecting at a large parade ground.

²² "1925 National Air Races," *Aero Digest* October 1925; "Trophy Race," *Aviation*, December 6, 1920.

²³ Frederick J. Shaw, ed., *Locating Air Force Base Sites: History's Legacy* (Washington D.C.: Air Force History and Museums Program, 2004), 13-21.

²⁴ Stoff, *Long Island Airports*, 58; *Nassau Daily Review*, January 13, 1928; *Nassau Daily Review*, February 27, 1932.

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The architects of the Army Quartermaster Corps established standardized designs for base construction during the early 1930s; Mitchel Field's buildings were designed based on these models. These standard plans designed for the Army Housing Program, hangars, office buildings, and other miscellaneous structures were embellished in each region to reflect that area's particular history, architectural styles, and local building materials. Posts on the Atlantic Seaboard, for example, typically featured buildings designed in the Quartermaster's version of the Georgian Colonial style, while construction in the Southwest was based on Spanish Mission architecture. The strong French influence in the Deep South during the colonial period inspired the French Provincial Style used for those bases. Excepting functional buildings like the hangars and warehouses, Mitchel Field's buildings were entirely designed in the Colonial Revival style. The Colonial Revival, and, to a lesser extent, its regional variations, were commonly used for government buildings during the 1920s and 1930s. In addition to often meeting functional needs, the style was symbolically satisfying. The Colonial Revival represented a national identity and also reflected nostalgia for a simpler period in the country's history that may have been especially appropriate in contrast to the rapid innovations associated with flight.²⁵

Over the next six years, stately, modern red brick buildings took the place of the old wooden ones. In addition to the new flight line, which included a machine shop, assembly buildings, a firehouse, eight hangars and two maintenance hangars, the base itself was transformed. It included a new parade ground, officer's and non-commissioned officers housing, three headquarters buildings, enlisted man's barracks, a bachelor officers' quarters and many auxiliary buildings were constructed during this time. Of the 1,117 acres, 40 percent of the land was used for flying fields (including runways, ramps, grassed areas); 20.1 percent for buildings (administrative, dining halls, hospitals, barracks, quarters, hangars, and clubs); 11.7 percent for improved grounds (personnel service facilities, athletic fields, and parade grounds); and 28.2 percent for paved areas (roadways, paved parking areas, courtyards, motor pools, etc). Housing and the commissary building were constructed first; these were followed by the administration buildings. New hangars and maintenance buildings on the flight line were completed next, finally replacing the temporary buildings previously serving the field. The last thing to be built were the concrete runways in 1938, six years after the base's opening, built to accommodate the new heavy bombers. By the time the project was completed, it assured Mitchel's status as one of the most modern and capable Army Air Corps bases in the country.²⁶

The completed Mitchel Field featured a new primary thoroughfare, Selfridge Avenue, along with other named and numbered streets. Selfridge Avenue led directly to the new parade ground. On the west, it was lined by the base's most prominent buildings for enlisted men: the Enlisted Men's Club, the Post Exchange, and the Headquarters Buildings. The western side of the base also included amenities for the airmen, including a fully equipped hospital, a base movie theater and a gymnasium with its own pool. Semi-attached houses for non-commissioned officers, non-commissioned officers' quarters and Enlisted Men's Barracks were also on this side of the base. Warehouses, maintenance buildings and the base commissary, which were served by their own railroad spur off the Long Island Railroad Central Branch, were located on the edge of the base.

²⁵ David Gebhard, "The American Colonial Revival in the 1930s," *Winterthur Portfolio* 22 (1967): 146.

²⁶ James Doolittle, *I Could Never Be So Lucky Again* (New York: Bantam Books, 1991), 129-153; *New York Times*, September 25, 1929.

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The east side of the parade ground was officer's country. The most senior officers lived off the two newly constructed circles adjoining the parade ground with the highest ranking officer on post living in the home in the center of the front circle. The bachelor officers had their own quarters in a large building on the Parade Ground near the end of Selfridge Ave. Impressive, single-family detached homes on grassy plots were further from the parade ground; field grade officers and above had access to houses on larger lots. Officers had their own club, mess and swimming pool located close to their homes.

As tensions rose in Europe, the status of the Mitchel Field was changed from an Observation Post to a Bombing Unit of General Headquarters. Mitchel Field was a hub of strategic activities under the direction of Army Air Corps command located at the War Department in Washington and at Wright Field in Ohio. With the approach of war, the field's role shifted from observation and training activities to defensive measures. Fighter aircraft of air defense and bombers were stationed here to bomb potential enemy ships approaching the US eastern coast. Mitchel's bombers were the first line of defense for the New York area. However, the old compacted dirt runways were inadequate for the larger, heavier aircraft. In 1938, to accommodate these new aircraft, the runways were strengthened and tripled in size to two-miles-long, fourteen-inch-thick concrete runways and taxiways. That same year, Mitchel Field was the starting point for the first trans-continental non-stop flight by Army B-18 Bolo bombers. Mitchel Field also served as the experimental site for long range reconnaissance flights. In May 1939, Lieutenant Curtis Lemay (later commanding General of the Strategic Air Command (SAC)), commanded a flight of three B-17 bombers to a point 620 miles out to sea and intercepted the Italian liner the SS Rex. This was a major navigational feat for its time.²⁷

During this period, Mitchel Field was the only Regular Army Air Corps post in the northeast and the most strategic airfield on the eastern seaboard. To accommodate a dramatic increase of base personnel and trainees, a program of land acquisition and building construction was undertaken to provide additional housing and space for longer runways. In 1941, 194 "T" or Temporary buildings, which served as wooden barracks for approximately thirty airmen, were erected at Mitchel Field; only one example remains. Off-base housing was also constructed south of the base's southern border, which housed an additional 2,000 personnel, and 46 additional buildings were built to the east at the Camp Mills area; this remains extant but is distant from the core air base. The Army also utilized private rentals in houses in the nearby villages of Carle Place and Westbury. By March 1943, Mitchel Field had 243 permanent buildings, including 59 officers and 36 non-commissioned officers' dwellings, bachelor officers and non-commissioned officers' quarters, two barracks for enlisted men, four administrative buildings, ten magazines, four warehouses, twenty-three armament vaults, nineteen garages, four motor sheds and five wells. There was also a sawmill, a greenhouse, a bakery and an incinerator. For recreation there were two swimming pools, a gymnasium, a Post Exchange, an enlisted man's club and an officers' club. The 194 temporary structures included 58 barracks, 17 administrative buildings, two chapels, a fire house and a large theater. There were nine hangars and a control tower, twelve revetments to shield planes, and numerous auxiliary items such as machine shops, lighting aids, weather forecasting shelters as well as a hot dog truck which visited daily.²⁸

²⁷ Citizens Advisory Planning Board and Economic Development, "Mitchel Field: Yesterday, Today and Tomorrow," (Town of Hempstead, 1970).

²⁸ Map, *Mitchel Field*, Interceptor Command's Operation Office, (1941); Richard Panchyk, *A History of Westbury, Long Island* (Charleston, SC: 2007), 95-102; Josh Stoff, *Major Commands and Units Assigned to Mitchel Field, N.Y. 1917-1961*, (Cradle of Aviation Museum: Garden City, N.Y., 1996), 6-9.

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Mitchel Field During WWII

By the time the United States entered World War II, Mitchel Field had become the key Army Air Force installation on the east coast and the focal point for the organization of the air defense system for New York City and the entire northeast industrial region of the United States, also known as the "Zone of the Interior." Much of the growth necessary to maintain this role happened rapidly. In 1939, only one reconnaissance and observation squadron was stationed at Mitchel Field. By 1941, several pursuit (fighter) groups, medium bomber groups, as well as Signal Corps, Ordnance and Quartermaster units operated from the base. The fighter wing was well-positioned to provide air cover in the event of an enemy air attack.

General Headquarters Air Force was reorganized in January 1941 into four geographical command districts: Northeast, Southeast, Northwest and Southwest. The continental United States was divided into these four districts; each command was responsible for the air defense of its district. As the headquarters for the Northeast District and the home of the 1st Air Force division, Mitchel played a central role during the war. The Air Support Command, which processed air personnel in transit, was activated in September 1941 at Mitchel Field and in December of that year, the Bomber and Interceptor Command Headquarters were moved to that location. The field was a major source of supply in initial garrisoning and defense of North Atlantic air bases in Newfoundland, Greenland, and Iceland. The planning for the air defense of Nova Scotia and Newfoundland was conducted from Mitchel.

Every type of Army aircraft flew from the base, including legendary models such as the Boeing B-17, Lockheed P-38, Curtiss P-40, Republic P-47 and the North American P-51. The 8th Pursuit Group played a prominent role in the North African campaign, and the 33rd, 80th and 89th Pursuit Groups, all trained at Mitchel, and distinguished themselves in action with the 8th Air Force in England. Army Air Corps operations designed to counter the submarine offensive off the Atlantic Coast from Boston to Philadelphia were directed from Mitchel Field from 1941 until this task was taken over by the Navy in late 1943. Air Medals were ultimately presented to 50 Mitchel Field pilots who had flown millions of miles to protect convoys from submarine attack. Each one was cited for having flown more than 200 hours on patrol under difficult conditions.

Throughout the war, the 1st Air Force's Operational Training Unit (OTU) at Mitchel Field was responsible for conducting the operational training of the Air Reserve in fifteen states and the District of Columbia. As the Headquarters of the Air Force Reserve, Mitchel Air Force Base oversaw the training procedures for the training of the entire nation's air reserve forces. After completing their primary, basic, and advanced training at other sites in the country, Air Corps pilots and aircrew received their final training at Mitchel Field. This final flight training, which included formation flying and communications, was completed at Mitchel just before pilots were sent overseas. A steady flow of 100 to 150 fighter aircraft and crews moved through the base during 1942 and 1943, and in 1944 some 1,800 B-17, B-24 and B-29 aircraft and crews were flown to England from Mitchel Field.

The OTU system was designed so that sufficiently experienced personnel would train newly activated groups without degrading the proficiency of groups headed for combat. Under the system that had been in place since 1939, many experienced groups would likely be needed for immediate requirements overseas, creating a critical shortage of experienced personnel needed to develop new units. Adapting from the existing system,

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certain groups be designated "parent" groups, with an authorized over strength in experienced crew personnel (approximately 20 percent of the new group), assumed responsibility for training the newly minted groups.

Much OTU instruction was given on the ground in classrooms, hangars, and on gunnery ranges. Air training was conducted chiefly through supervision of flight operations. For example, an experienced navigator would accompany a new team on a practice mission. During the course of the trip, he would observe the recently graduated navigator, check his techniques, and offer suggestions for improvement. At the conclusion of each mission, the "instructor" would file a report on the progress of the "student." Instruction of this kind was the rule for other crew positions, too. Tactics involving the coordinated use of crews, or of larger elements, were often demonstrated by experienced crews. From December 7, 1941 to December 31, 1943, 164 units arrived at or were activated at Mitchel Field; most departed within six months for overseas. As each unit was army regimental size, an average of 2,250 personnel, at least 369,000 OTU crewman, were trained at and embarked from Mitchel Field to the front overseas.

By 1945, the emphasis on training, housing and equipping large numbers of combat units gradually decreased and the field was used for the reception and care of *all* of the wounded flown in from the battle fronts in Europe. Mitchel Field's hospital capacity was greatly enlarged to receive these battle casualties. Similar to its role during World War I, the base served as a triage center in the first stage of soldiers' and airmen's recovery. At the war's end, Mitchel Field became a major air force separation unit where approximately 500,000 military personnel were transported to be mustered out of the service.²⁹

Of the 1,250,000 Army Air Force aircrew who went overseas, 88,119 never returned. For all embarked airmen, their last glimpse of the United States was the receding hangars and runways of Mitchel Field. At the end of the war, for the half-million aircrew and wounded combatants who returned by air, Mitchel Field was the first thing they saw; it was for them, their Statue of Liberty.

In March 1946, Mitchel Air Force Base was designated as the location for the headquarters of the newly formed Air Defense Command, responsible for the air defense of the entire United States. In December 1948 Air Defense Command's responsibilities were assumed by the Continental Air Force (CAF). Its four districts were consolidated so the air defense mission could come under one command based at Mitchel Field. The CAF Headquarters at Mitchel was responsible for the research and development of radar and other defense systems in the postwar period. The headquarters advocated for the development of more advance equipment that could detect and destroy incoming missiles as well as bombers. This evolved into the Nike missile system of the Cold War era. Planning at Mitchel resulted in the development of the system of radar site and missile and interceptor bases that ringed the United States. In 1950, under the supervision of CAF at Mitchel Field, twenty-four hour surveillance of U.S. air defenses was established; that program continues to this day.

In the postwar period, the Continental Air Command (CAC) continued to provide the fighter umbrella for the New York area and was a major center for military transport activities. Mitchel Field possessed among other assets extensive communication facilities; direct tie-lines afforded the base instant communication with the Pentagon. In that year, more than 330,000 officers and airmen and 9,000 civilian personnel came within the purview of the CAC's functional responsibility, which also included the supervision of training of the Air

²⁹ Stoff, *Major Commands*, 6-9.

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National Guard. Mitchel CAC Head Quarters delegated regional functional responsibility to four major subordinate commands: the First, Fourth, Tenth and Fourteen Air Forces.³⁰

After briefly operating from Fort Slocum, New York, the 1st Air Force Headquarters returned to Mitchel Field in 1949. In 1951, the 514th Troop Carrier wing was transferred to Mitchel, taking over the training of the vast numbers of reserves in the New York City area. As site of the headquarters of the CAC and 1st AF, Mitchel became known as the 'home of the Air Force Reserve, utilizing Fairchild C-119 "Flying Boxcars." These transports flew an average of 4,000 operations a month by the end of the decade. During that same time, there were approximately 400 jet operations per month utilizing F-80s, F-84s and F-100 aircraft. In 1954, the 3501st USAF Recruiting group, which was responsible for all Air Force recruiting in the area, was organized at Mitchel Field. Due to its dense population, close proximity to New York City, and highly educated citizenry, Long Island was an ideal location for recruiting reserve personnel. During the decades of the 1940s and 50s, 5,000 military personnel were stationed at Mitchel Field and the base provided employment for 1,800 civilians.³¹

In 1959, Mitchel Field played an important role in the fledgling space program. Medical instruments designed for monitoring of human reactions under severe environmental conditions were sent to the base for testing in its "high altitude" chamber. At the completion of the tests, the instrumentation was sent to Holloman Air Force Base in New Mexico where they were used by the seven Mercury astronauts.³²

While Mitchel Field continued to thrive and play an innovative role in the postwar period, its growth was outpaced by the development around it. In the decades following World War II, suburban development and residential construction increased nationwide. The scarcity of the economic depression and subsequent war had all but halted new construction. However, postwar economic prosperity, a severe housing shortage, and the increase in automobile ownership and highways resulted in high demand for suburban housing. In particular, Nassau County boasted one of the fastest growth rates in the United States; its population practically doubled every year from 1940 through 1960. Long Island offered an ideal suburban location for families commuting to New York City, and developers began building on an unprecedented scale.³³

On Monday, May 7, 1947, developer Abraham Levitt invited prospective buyers to purchase 350 houses to be built on the flat lands of the Hempstead Plains, just three miles to the east of Mitchel Field. Military veterans and their families began to form a line the previous Friday night. All 350 houses were sold that day; Levittown was born. A Levitt home cost a new family \$7,990.00 and only required a \$90.00 down payment with monthly installments of \$58.00. Towns such as Levittown seemingly sprouted from the potato fields on which they were built. This enormous enterprise concluded in 1951 with 17,477 units built. Levittown has become synonymous with suburban development projects throughout the country. However, the rapid expansion of suburbia also spelled the end of Mitchel Field.³⁴

³⁰ Stoff, *Major Commands*, 8; *This is Mitchel Air Base* (U.S. Dept of Defense, 1959), 6, 13.

³¹ *Mitchel Air Base*, 8.

³² Drennan Collection, (Cradle of Aviation Museum, August 26, 1959), 1.

³³ Kenneth Wayne, Erik Neil, and Sandy Isenstadt, *Long Island Moderns: Art and Architecture on the North Shore and Beyond* (Huntington, N.Y.: Heckscher Museum, 2009), 67-71; Smits, *Nassau*, 194, 198.

³⁴ "Maughn Spans Continent: From Dawn to Dusk," *Aviation*, June 30, 1924; Stoff, *Aerospace Heritage of Long Island*, 39-40, 50, 59.

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By the mid-1950s, the field was surrounded on three sides by housing and on the fourth side by a public park. There was no room to expand runways, and, with the advent of military jet aircraft and large cargo planes that required every inch of the available runways, accidents resulting in loss of life became too common. By the late 1950s, the Air Force was engaging in serious discussion about closing the base and by 1956, the 1st Air Force and two reserve squadrons were deactivated. In 1961, Mitchel Field closed. The southern portion of the property was turned over to Nassau County, while the federal government maintained a presence in the housing units to the north. Most of the residents in the federal housing were armed service recruiters.³⁵

Later History of Mitchel Field

Nassau Community College established its campus at Mitchel Field in 1962. It utilized the former Continental Air Command HQ buildings and the base's accessory buildings for classrooms. The college also used the base's T-Buildings (Temporary Buildings). After the completion of the new college center and sports facilities on the former airfields during in the 1970s, most T-Buildings were no longer of use and all but one were demolished. In 1979, Nassau County allocated Mitchel Field's flight line hangars and the base firehouse for the development of the Cradle of Aviation Museum on what would later become Museum Row.

Hangars 2, 3, and 4 are currently used for the museum's exhibition galleries. On the large space that existed between Hangars 2 and 3, a new museum visitor center atrium was built, resulting in a blend of modern architecture with the iconic hangars. The hangars are used for virtually the same purpose for which they were designed by the military, housing aircraft. Maintenance Building 5 is utilized by the museum's volunteer restoration corps for the refurbishing and restoration of historic aircraft for the Cradle of Aviation and other museums. This activity is in its thirty-eighth year and is ongoing. The prevailing winds remain - no need for their restoration. The old base firehouse and adjoining brig today serves as the museum's curatorial offices and library. The hangar formerly known as Maintenance Building 6 is now the home to the Long Island Children's Museum. In recent years, the Navy has begun gradually selling its remaining property at the former base. In 2014, the federal government, which still holds title to buildings in the extreme west boundary of Mitchel Field, has turned over the northeast part of that property to a private real estate developer who has demolished several rows of the houses there and constructed condominiums; 19 of the original houses have been restored and are for sale. During the same year, the federal government transferred the remainder of the housing units on the field to Nassau County.

More than fifty years after Mitchel Field was decommissioned, its Air Base and Flight Line remains remarkably intact. Much of the base remains, serving as a college campus, private housing, housing for military recruiters, and a museum row with an aviation museum at its core.

Mitchel Field was one of the largest and most important American military aviation bases from World War I, through the Inter-war period, World War II and the early Cold War. After World War I, it was the scene of numerous historic and record setting flights, including closed-course speed records, transcontinental speed

³⁵ Brown, "Historic Mitchel Field," 15-16; Air Corps Newsletter, Vol 13, January 15, 1940; Basset, Long Island Cradle of Aviation, *This is Mitchel Air Base Wing*, Office of Information Services, (New York: Mitchel Air Base, 1960); Edward J Smits, *Nassau Suburbia USA* (New York: Doubleday & Co., 1974), 189-90; *Mitchel Field Beacon*, April 28, 1961; *Long Island Press*, July 13, 1958; *Long Island Sunday Press*, July 13, 1958.

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records, long-range flights, and most notably the world's first 'blind flight.' Mitchel Field was the literal hub for military aviation activity on America's east coast from the 1920's through World War II and beyond. Many Long Islanders have roots at Mitchel Field and many more from across the country can claim the same. Thousands were once stationed at the base or passed through on the way to war and back. Children of these military parents have come to the Cradle of Aviation Museum over the years asking about the location of the base hospital; they want to see where they were born. They are delighted to find that not only does the hospital building still exist but that it is virtually unchanged. This is true of all of buildings in this historic district. Mitchel Field serves as a time capsule for a rich history of aviation on a local and national scale.

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Wayne, Kenneth, Erik Neil, and Sandy Isenstadt. *Long Island Moderns: Art and Architecture on the North Shore and Beyond*. Huntington, N.Y.: Heckscher Museum, 2009.

Previous documentation on file (NPS):

preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _____

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

10. Geographical Data

Acreage of Property 108.14
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>18</u> Zone	<u>618823</u> Easting	<u>4510233</u> Northing	3	<u>18</u> Zone	<u>618077</u> Easting	<u>4509455</u> Northing
2	<u>18</u> Zone	<u>618778</u> Easting	<u>4508600</u> Northing	4	<u>18</u> Zone	<u>617952</u> Easting	<u>4509855</u> Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is indicated by a heavy line on the enclosed map with scale.

Boundary Justification (Explain why the boundaries were selected.)

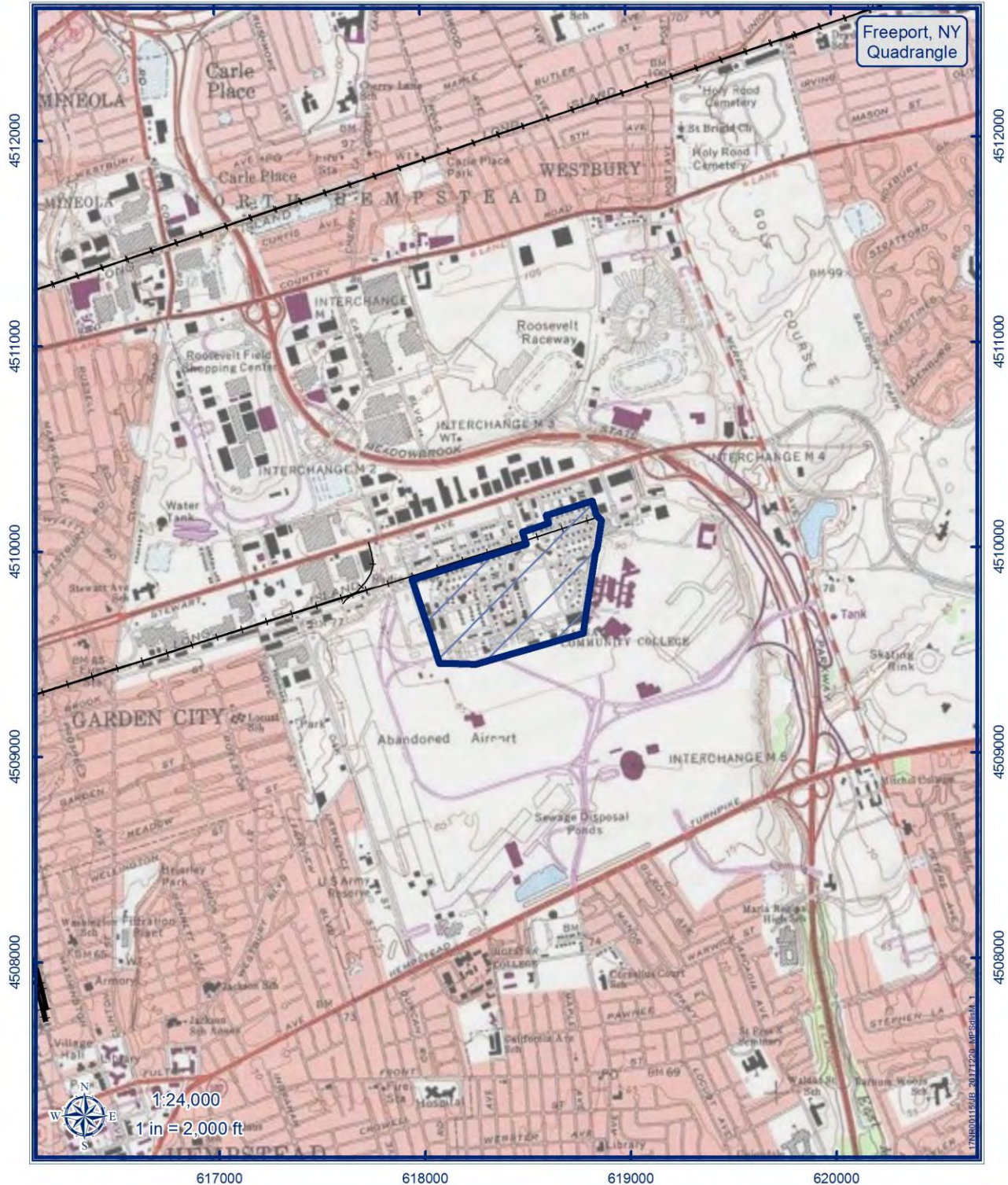
The boundary for the Mitchel Air Base and Flight Line was drawn to incorporate the intact acreage and resources associated with the former military installation. Historically, Mitchel Field comprised 1,117 acres, the majority of which was comprised of the airfield, taxiways, and runways south of the Air Base and Flight Line. Not long after Mitchel Field closed in 1961 due to the lack of space necessary to expand these runways, the open space of the airfield became the site for Nassau Community College. The construction of new educational buildings, sporting facilities, and parking lots has impacted the integrity of this formerly-open section of Mitchel Field; while portions of the runways remain visible in aerial photography, they are no longer intact. The Air Base and Flight Line, located north and west of this new construction, were repurposed by the College and remain substantially intact. The 108-acre Air Base and Flight Line retains its historic plan, division of spaces into residential and operational areas, buildings and structures reflecting their original design and materials, and continues to illustrate its history as a military base.

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

Mitchel Air Base and Flight Line

Garden City,
Nassau Co., NY



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 650 1,300 2,600 Feet

 Mitchel Air Base
and Flight Line

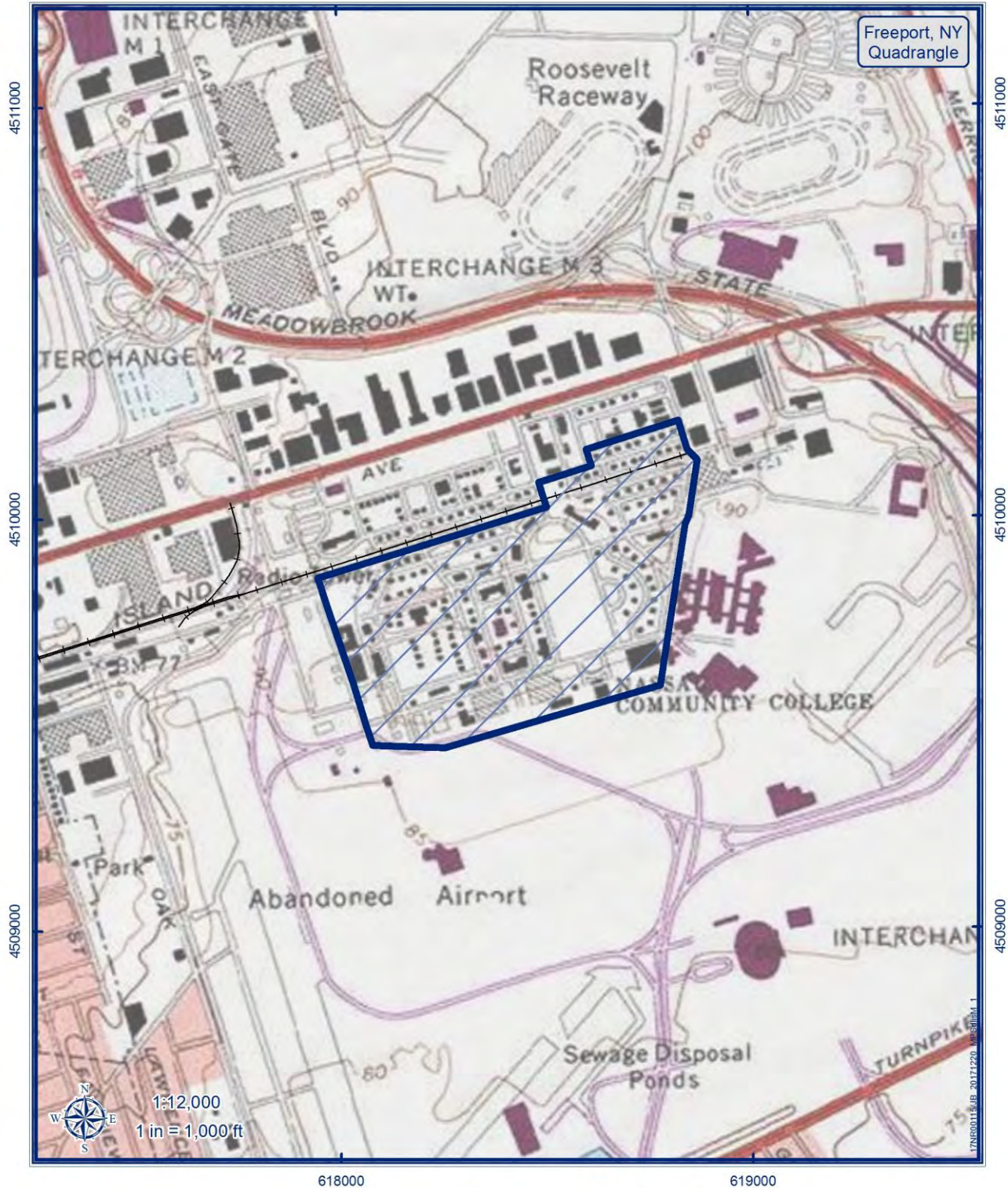
 NEW YORK
STATE
Parks, Recreation
and Historic Preservation

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

Mitchel Air Base and Flight Line

Garden City,
Nassau Co., NY



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



Mitchel Air Base
and Flight Line

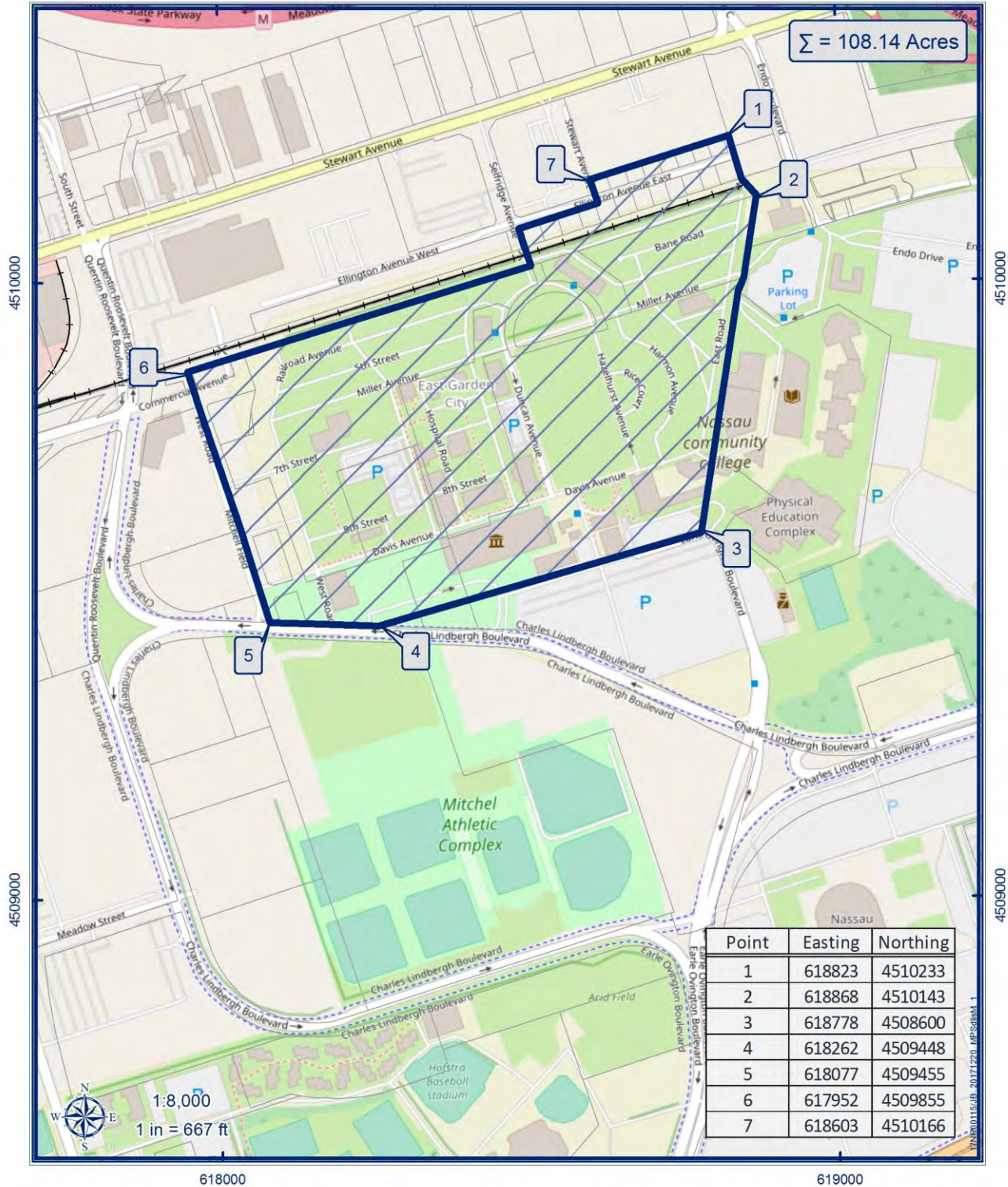


Mitchel Air Base and Flight Line
 Name of Property

Nassau County, NY
 County and State

Mitchel Air Base and Flight Line

Garden City,
 Nassau Co., NY



Coordinate System: NAD 1983 UTM Zone 18N
 Projection: Transverse Mercator
 Datum: North American 1983
 Units: Meter

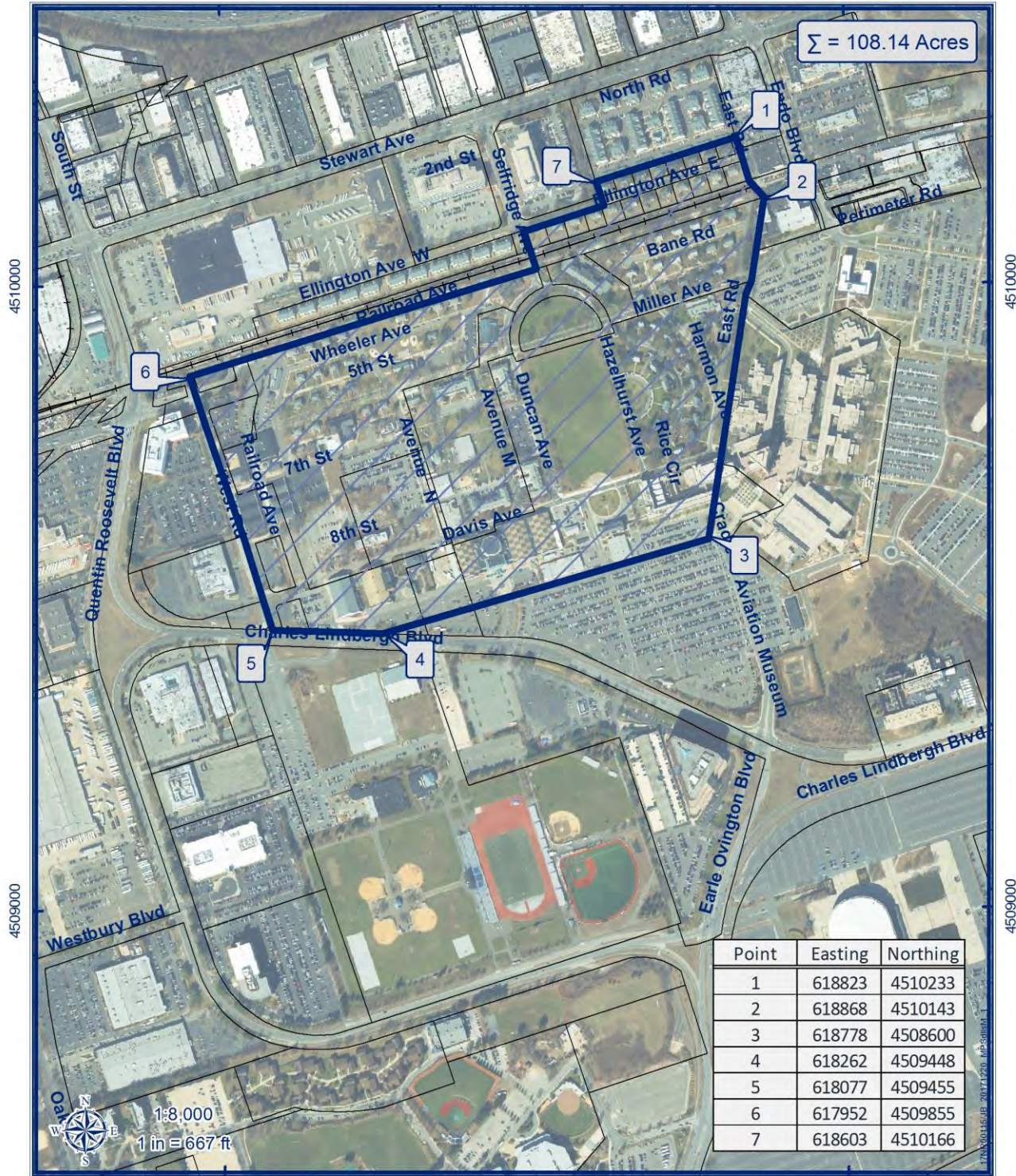


Mitchel Air Base and Flight Line
 Name of Property

Nassau County, NY
 County and State

Mitchel Air Base and Flight Line

Garden City,
 Nassau Co., NY

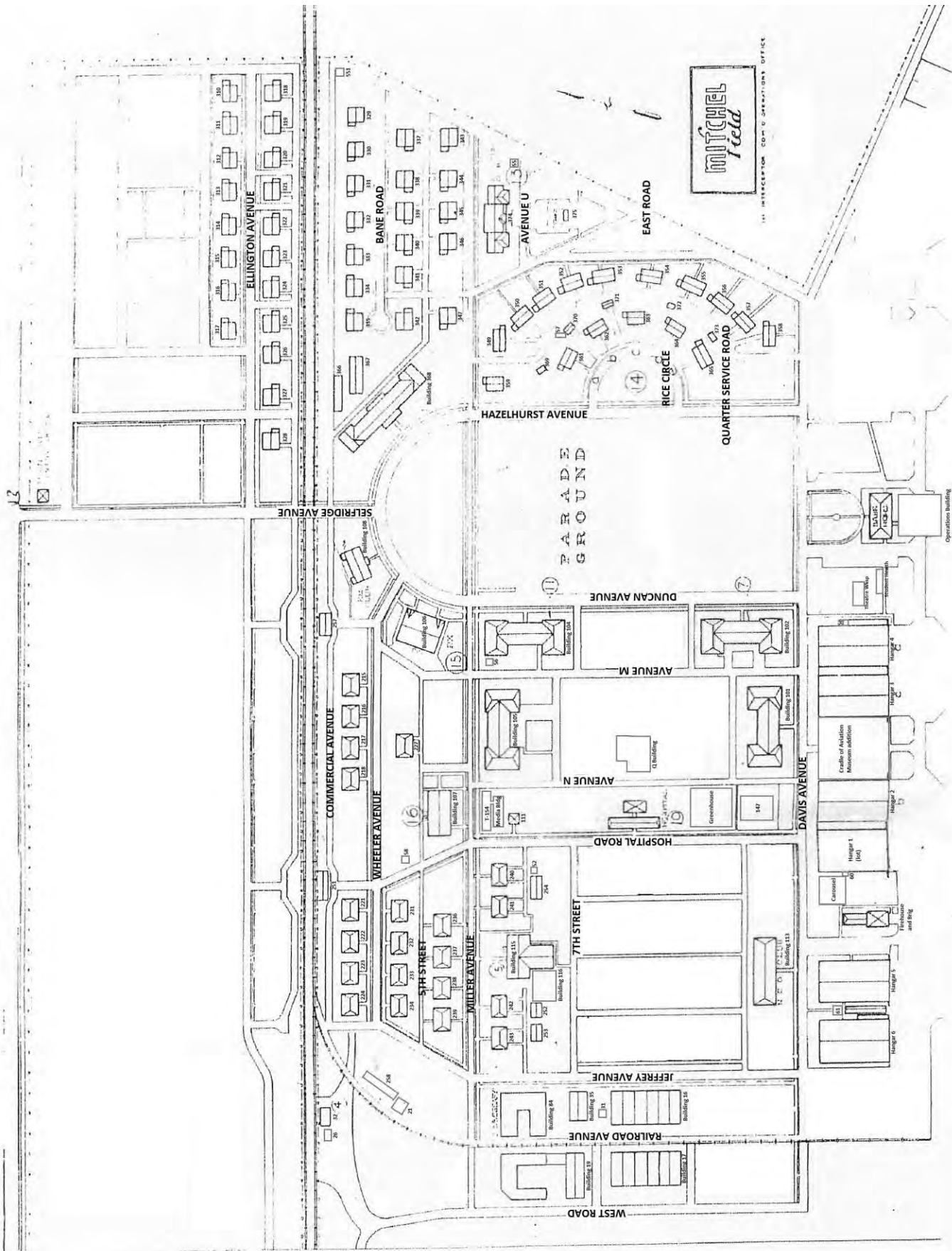


Coordinate System: NAD 1983 UTM Zone 18N
 Projection: Transverse Mercator
 Datum: North American 1983
 Units: Meter



Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State



Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

11. Form Prepared By

name/title Gary Monti (edited by Jennifer Betsworth, NY SHPO)
organization Cradle of Aviation Museum date February 2018
street & number _____ telephone _____
city or town _____ state _____ zip code _____
e-mail _____

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Mitchel Air Base and Flight Line

City or Vicinity: Garden City

County: Nassau State: NY

Photographer: Rod Leonhard

Date Photographed: November 2017

Description of Photograph(s) and number:

NY_Nassau Co_Mitchel Air Base and Flight Line_0001
Flight Line, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0002
Hangar 5 and Firehouse, south and west elevations, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0003
Hangar 6, south and east elevations, facing northwest

NY_Nassau Co_Mitchel Air Base and Flight Line_0004
Building 20 (Firehouse), south and west elevations, facing northeast

Mitchel Air Base and Flight Line

Nassau County, NY

Name of Property

County and State

NY_Nassau Co_Mitchel Air Base and Flight Line_0005
Hangars 3 & 4, south elevation, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0006
Operations (Building 8), north elevation, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0007
Building 101, south elevation, facing northwest

NY_Nassau Co_Mitchel Air Base and Flight Line_0008
Building 102 and Parade Ground, east elevation, facing west

NY_Nassau Co_Mitchel Air Base and Flight Line_0009
Building 104, west elevation, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0010
Building 106 and Parade Ground, east elevation, facing northwest

NY_Nassau Co_Mitchel Air Base and Flight Line_0011
Building 108 and Parade Ground, south elevation, facing northwest

NY_Nassau Co_Mitchel Air Base and Flight Line_0012
Hospital (Building 112), west elevation, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0013
Building 368, south elevation, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0014
Building 111, Media Building, and T-Building 154, south and west elevations, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0015
T-Building 154, north elevation, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0016
Building 113, south elevation, facing northwest

NY_Nassau Co_Mitchel Air Base and Flight Line_0017
Building 115, north elevation, facing southeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0018
Building 374, north elevation, facing southeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0019
Officers Club Cabanas, north elevation, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0020
Building 56 Electrical, south and west elevations, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0021
Building 16, west elevation, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0022
Buildings 17 & 19, west elevations, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0023
Building 84, north and west elevation, facing southeast

Mitchel Air Base and Flight Line

Name of Property

Nassau County, NY

County and State

NY_Nassau Co_Mitchel Air Base and Flight Line_0024
Wheeler Avenue, facing west

NY_Nassau Co_Mitchel Air Base and Flight Line_0025
218 Wheeler, south elevation, facing north

NY_Nassau Co_Mitchel Air Base and Flight Line_0026
Miller Avenue, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0027
236 Miller, south elevation, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0028
243 Miller, north elevation, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0029
Miller Avenue, facing west

NY_Nassau Co_Mitchel Air Base and Flight Line_0030
Ellington Avenue, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0031
314 Ellington, north elevation, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0032
Ellington Avenue, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0033
Bane Road, facing west

NY_Nassau Co_Mitchel Air Base and Flight Line_0034
Bane Road garages, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0035
Rice Circle and Parade Ground, facing east

NY_Nassau Co_Mitchel Air Base and Flight Line_0036
Rice Circle, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0037
Quarter Service Road garages, facing south

NY_Nassau Co_Mitchel Air Base and Flight Line_0038
East Road, facing northeast

NY_Nassau Co_Mitchel Air Base and Flight Line_0039
East Road, facing southwest

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Mitchel Air Base and Flight Line

Name of Property

Nassau County, NY

County and State

Appendix :

Historic Runway Dimensions:

<u>Direction</u>	<u>Length</u>		<u>Surface</u>
	ft	m	
5/23	6,700	1,737	<u>Concrete</u>
9/27	4,960	1,512	Concrete
12/30	5,142	1,567	Concrete
18/36	4,800	1,463	Concrete

Major Air Commands and Units assigned to Mitchel Field:

Aviation Section, U.S. Signal Corps, July 1917

Division of Military Aeronautics, 29 May 1918

Redesignated: Director of Air Service

Redesignated: U.S. Army Air Service, 24 May 1918

Redesignated: U.S. Army Air Corps, 2 July 1926

General Headquarters (GHQ) Air Force, 1 March 1935

92d Aero Squadron, 4 December – 21, 1918

1st Army Observation Group

1st Aero Squadron, 10 October 1919 – 6 November 1940

5th Aero Squadron, 1 November 1919 – 6 November 1940

Reassigned to 9 Group (Observation), 1 August 1922

99th Observation Squadron, 9 November 1928 – 6 November 1940

9th Air Division, 1 April 1931 – January 1933

22d Bombardment Group, 1 February – 14 November 1940

8th Fighter Group, 5 November 1940 – 26 January 1942

57th Fighter Group, 15 January 1941 – 19 August 1941

Headquarters, Northeast Air District, 18 October 1940

Redesignated: 1st Air Force, 26 March 1941

Redesignated: First Air Force, 18 September 1942 – 3 June 1946; 17 October 1949 – 23 June 1958

Headquarters, I Air Support Command, 1 September 1941

Redesignated: I Ground Air Support Command, 1 April 1942

Redesignated: I Air Support Command, 1 September – 30 November 1942

Headquarters, I Bomber Command, 1 October 1943 – 21 March 1946

Mitchel Air Base and Flight Line

Name of Property

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Headquarters, I Interceptor Command, 5 June – 27 December 1941

Redesignated: I Fighter Command, 9 June 1942 – 21 March 1946

324th Fighter Group, 24 June – 6 July 1942

326th Fighter Group, 19 August 1942 – 1 September 1942

352d Fighter Group, 1 October–31, 1942

353d Fighter Group, 1 October–7, 1942

62d Fighter Wing, 12 December 1942 – 13 January 1943

80th Fighter Group, 2 March – 30 April 1943

356th Fighter Group, 30 May – 4 July 1943

36th Fighter Group, 3 June–23, 1943

368th Fighter Group,[17] 23 August 1943 – 20 December 1943

362d Fighter Group, 19 October – 12 November 1943

301st Fighter Wing, 1 November 1944 – 30 May 1945

373d Fighter Group, 28 September – 7 November 1945

Headquarters, Air Defense Command, 21 March 1946 – 1 January 1951

355th Fighter Group (Air Defense) (ADC), 1 August – 20 November 1946

4th Fighter Wing (AFRES), 20 December 1946 – 27 June 1949

319th Bombardment Group (AFRES), 27 December 1946 – 27 June 1949

325th Fighter Group (ADC), 3 August–31, 1942; 21 May – 2 December 1947

318th Fighter Squadron, 21 May – 2 December 1947

78th Fighter Group (ADC), 1 June 1947 – 1 November 1948

82d Fighter Squadron, 25 June 1947 – 24 November 1948

83d Fighter Squadron, 25 June 1947 – 24 November 1948

84th Fighter Squadron, 25 June 1947 – 24 November 1948

320th Bombardment Group (AFRES), 9 June 1947 – 27 June 1949

52d Fighter-Interceptor Wing (ADC), 9 June 1948 – 4 October 1949

2nd Fighter-Interceptor Squadron, 25 June 1947 – 4 October 1949

5th Fighter-Interceptor Squadron, 25 June 1947 – 4 October 1949

1112th Special Air Missions Squadron (MATS), 19 July 1948 – 15 March 1951

2500th Air Base Group (later Wing), 28 September 1948 – 25 June 1961

Headquarters, Continental Air Command, 1 December 1948 – 1 April 1961

84th Fighter Wing, (All Weather) (ADC), 1 June – 10 October 1949

Headquarters, Eastern Air Defense Force (ADC), 1 September 1949 – 1 August 1950

514th Troop Carrier Wing (AFRES), 10 October 1949 – 1 February 1953; 1 April 1953 – 15 March 1961

65th Troop Carrier Wing (AFRES), 14 June 1952 – 1 April 1953

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

313th Troop Carrier Wing (Eighteenth Air Force), 1 February – 25 August 1953.
Replaced by: 465th Troop Carrier Wing (Eighteenth Air Force), 25 August 1953 – 23 March
1954.³⁶

³⁶ Josh Stoff, *Major Commands and Units Assigned to Mitchel Field, N.Y. 1917-1961* (Cradle of Aviation Museum, Garden City, N.Y., 1996), 6-9.

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

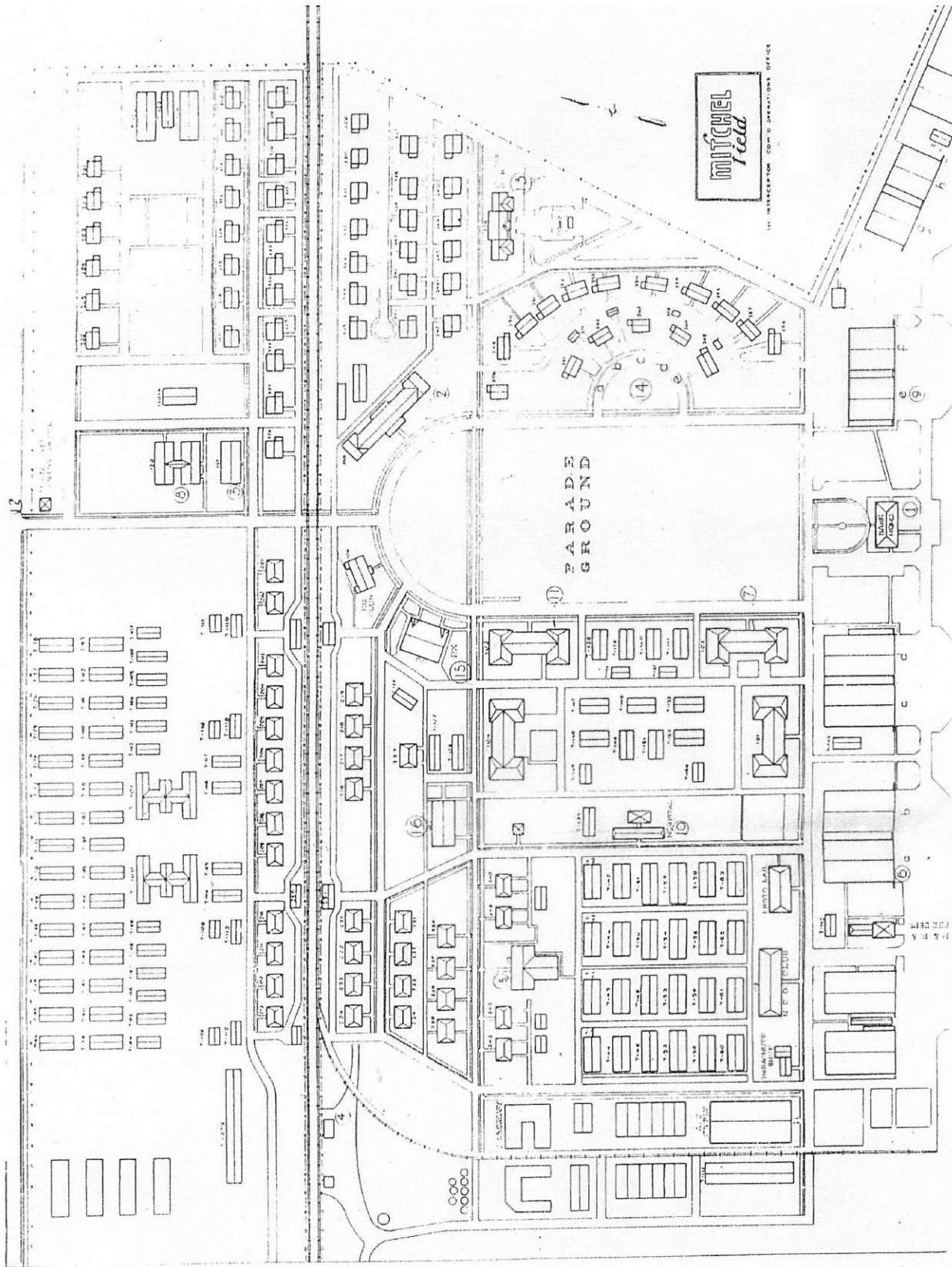


Figure 1. Mitchel Field Historic Plan, ca. 1960

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

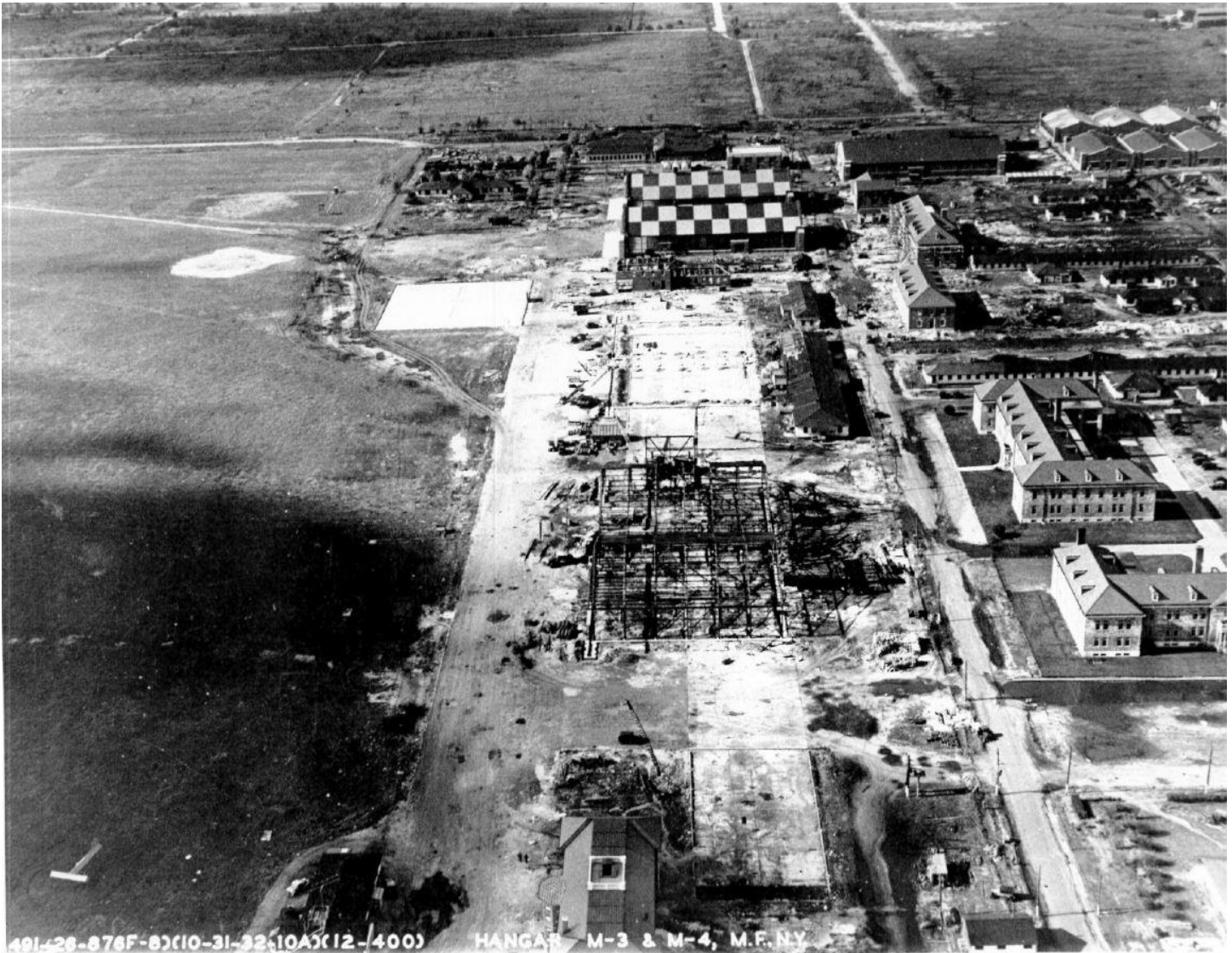


Figure 2. Hangars 3 & 4 under construction, ca. 1932.

Mitchel Air Base and Flight Line

Name of Property

Nassau County, NY

County and State



Figure 3. Mitchel Field aerial view, 1936. Operations Building (8 in foreground)

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State



Figure 4. Mitchel Field Aerial View, 1938

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State



Figure 5. Mitchel Field, 1940

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State



Figure 6. Mitchel Flight Line, ca. 1940

Mitchel Air Base and Flight Line

Name of Property

Nassau County, NY

County and State



Figure 7. Mitchel Headquarters Buildings (101, 102, 104), ca. 1940

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

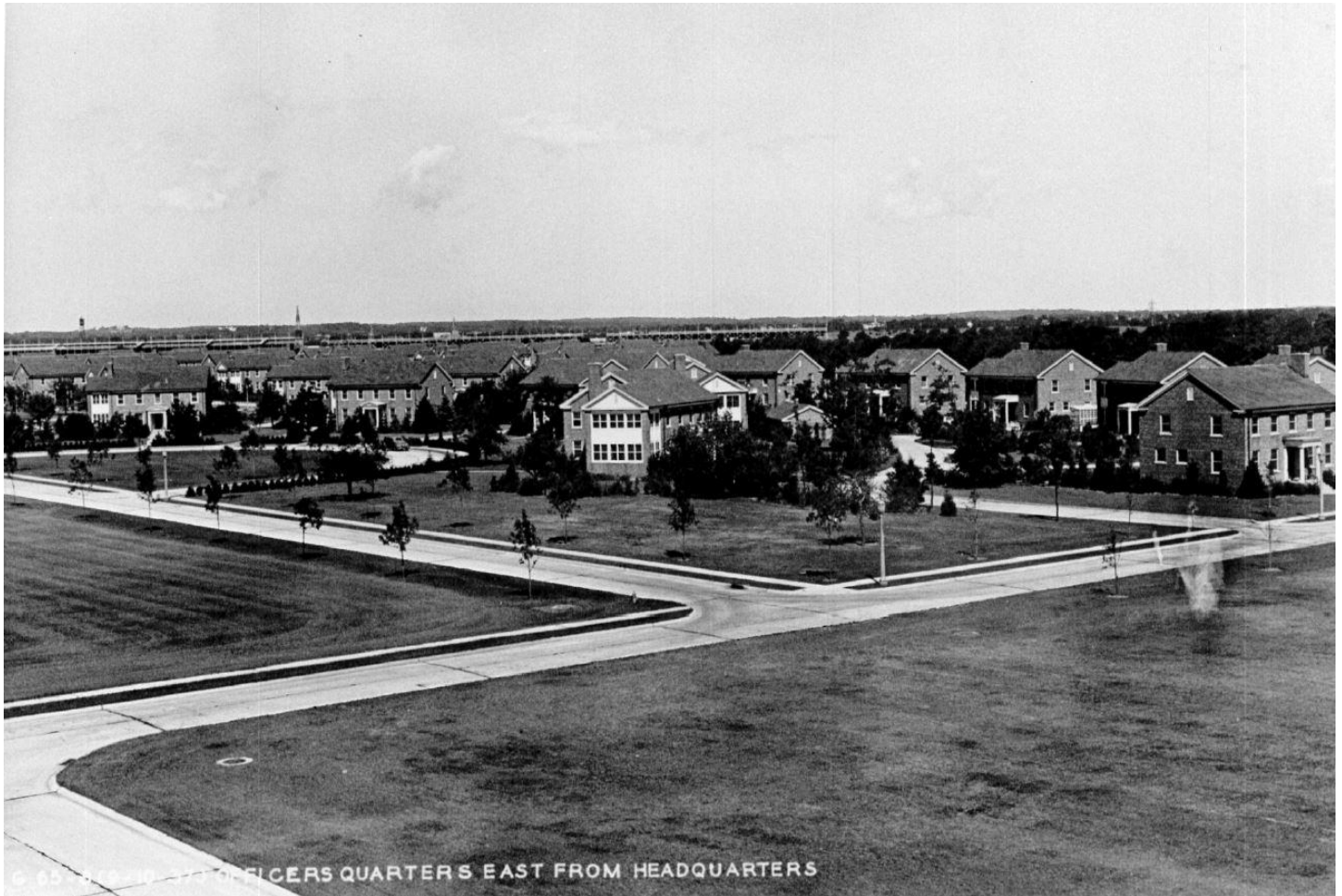


Figure 8. Mitchel Officers Housing, Rice Circle, ca. 1940







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The Power to Advance



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North Carolina Central University











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ASH & PAPER
333-221-1111 333-5415







Hospital St
Wheeler Ave



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ANYTIME

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WILSON
UNIVERSITY

National Register of Historic Places

Note to the record

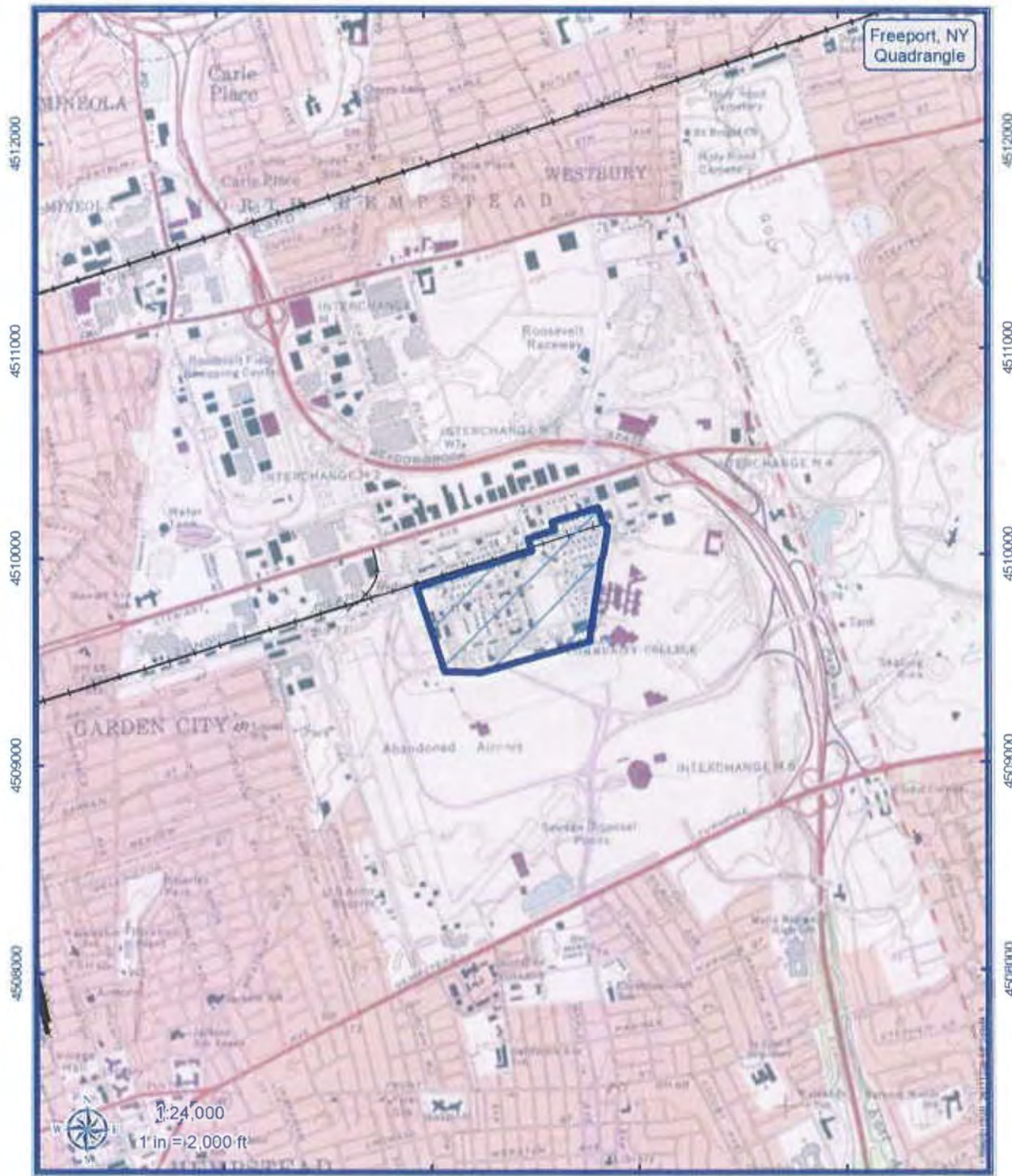
Additional Documentation: 2019

Mitchel Air Base and Flight Line
Name of Property

Nassau County, NY
County and State

Mitchel Air Base and Flight Line

Garden City,
Nassau Co., NY

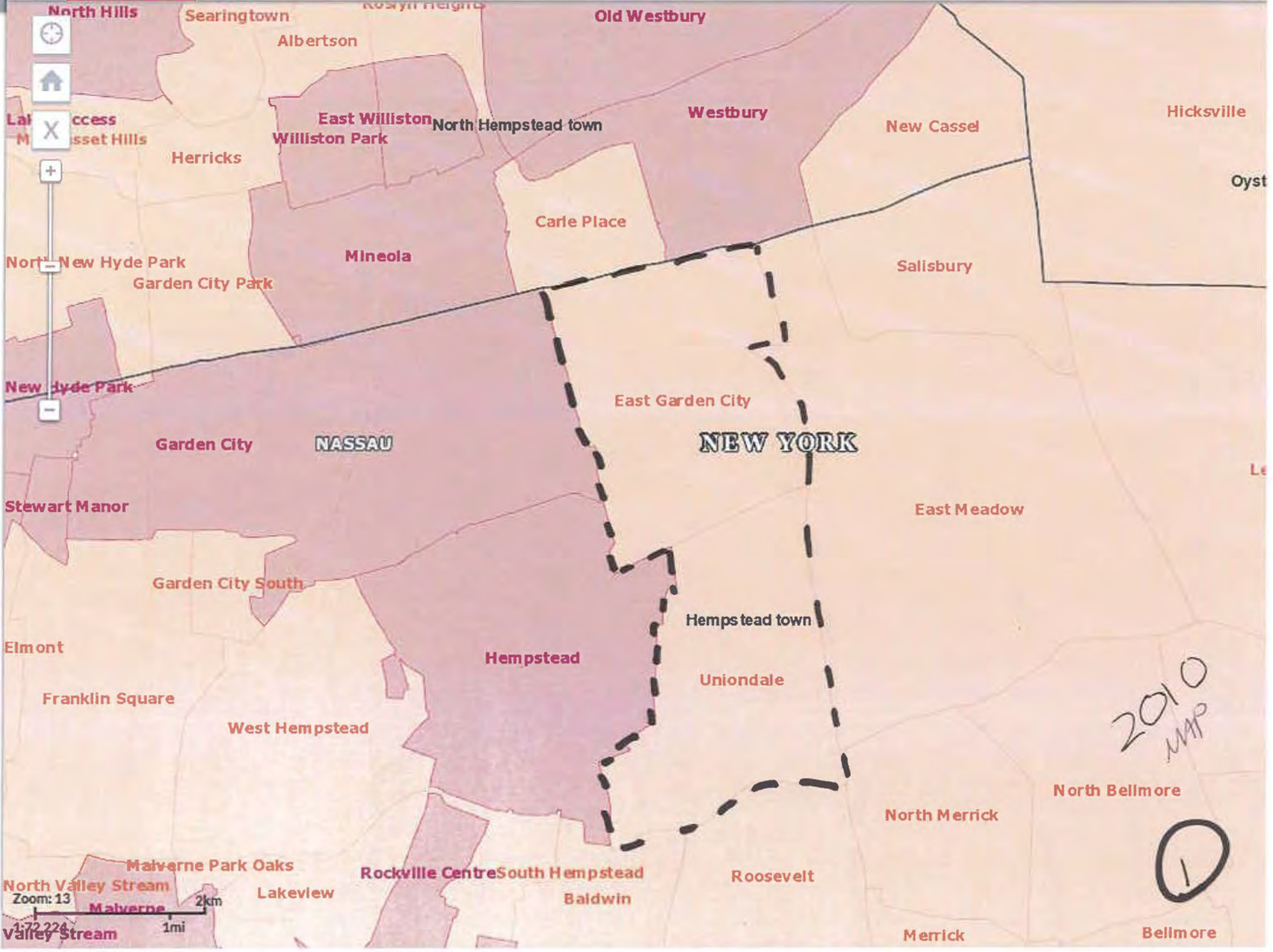


Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter

0 650 1,300 2,600 Feet

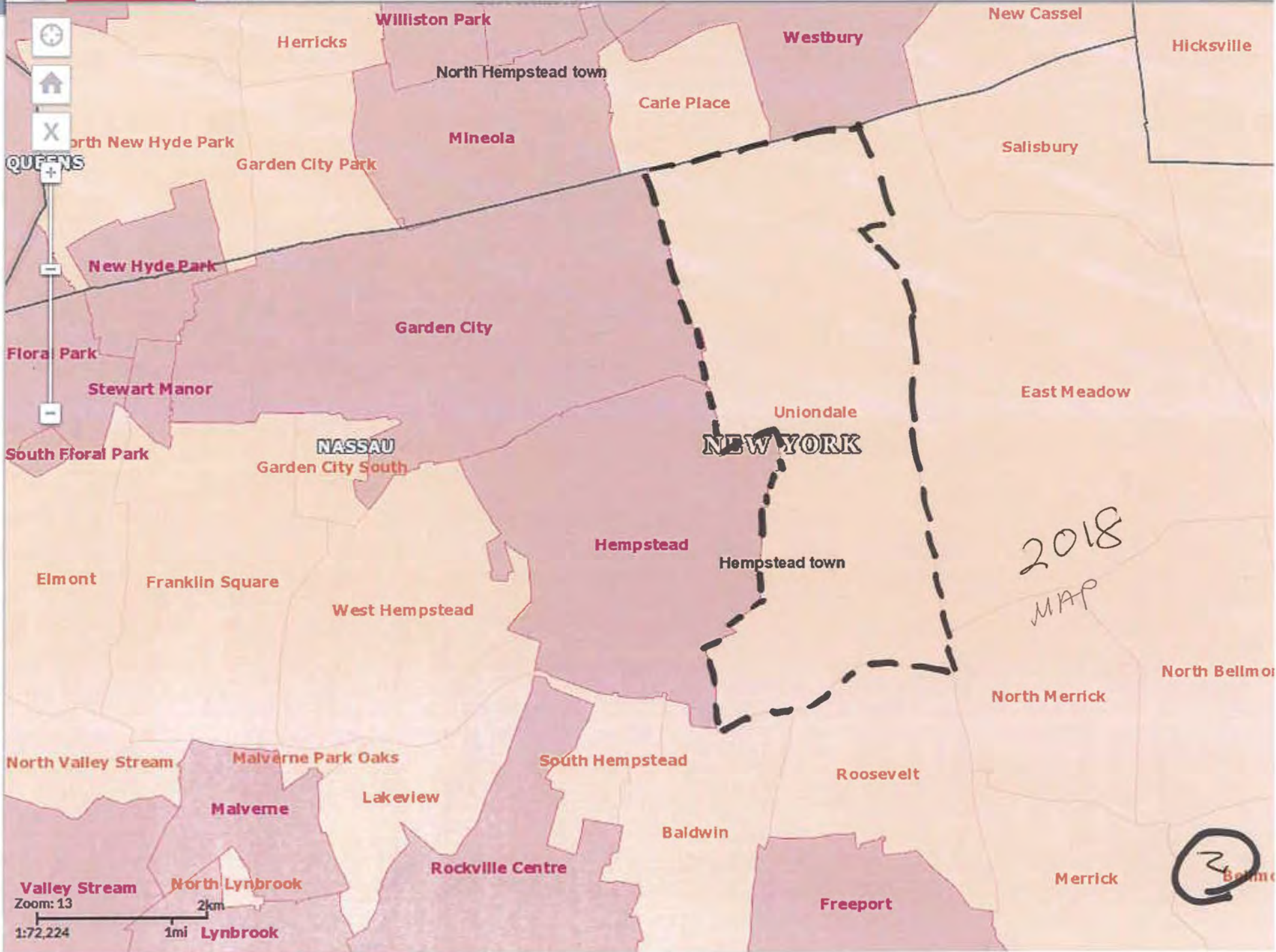
 Mitchel Air Base and Flight Line

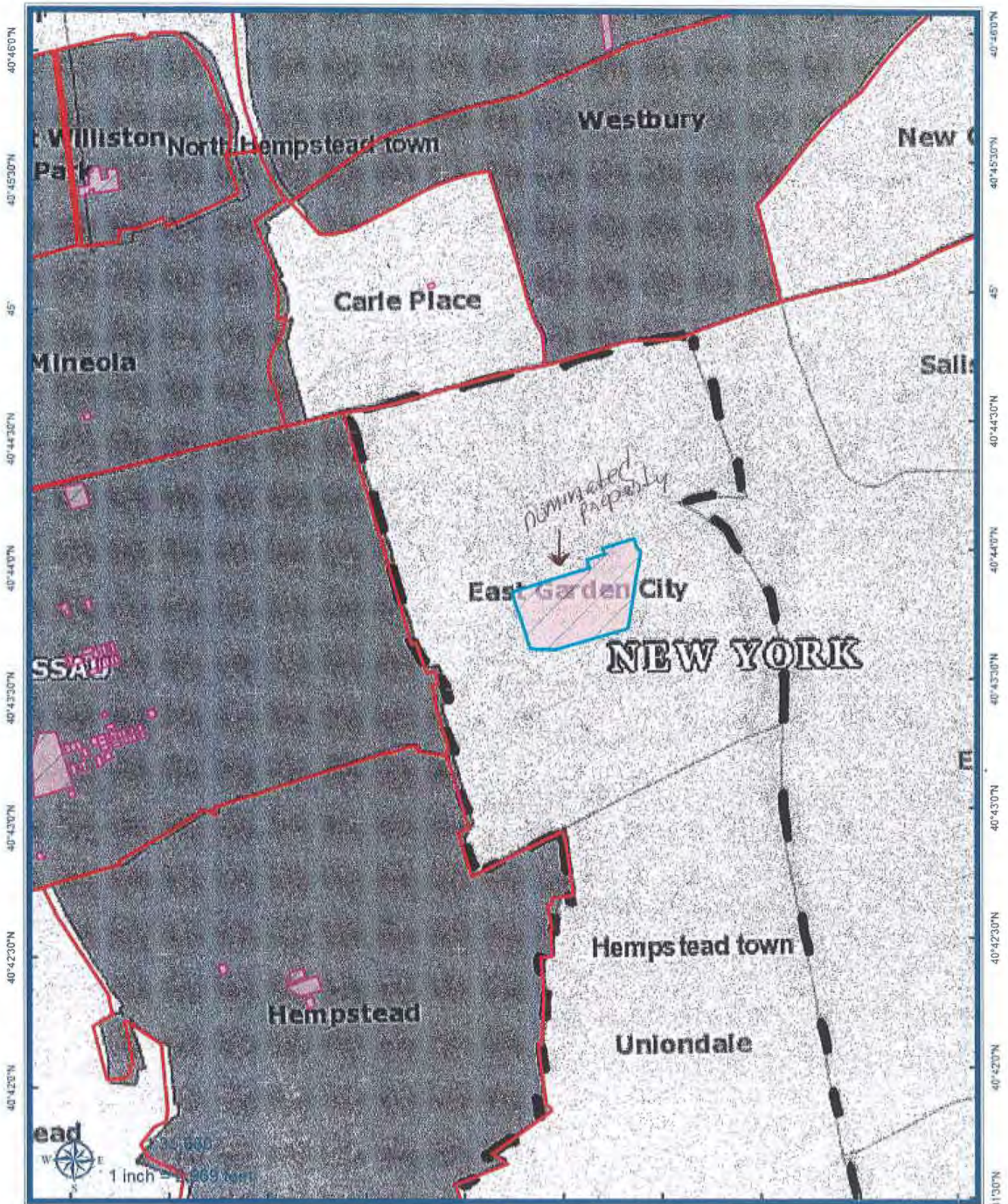
 Parks, Recreation and Historic Preservation



2010 MAP

1





Coordinate System: NAD 1983 UTM Zone 18N
 Projection: Transverse Mercator
 Datum: North American 1983
 Units: Meter



NEW YORK STATE OF OPPORTUNITY
 Parks, Recreation and Historic Preservation
 Division for Historic Preservation

3

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 2/22/2019 Date of Pending List: 3/7/2019 Date of 16th Day: 3/22/2019 Date of 45th Day: 4/8/2019 Date of Weekly List:

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 4/5/2019 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer  Discipline Historian

Telephone (202)354-2236 Date 4/5/2019

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

National Register of Historic Places
Memo to File

Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 3/23/2018 Date of Pending List: 4/12/2018 Date of 16th Day: 4/27/2018 Date of 45th Day: 5/7/2018 Date of Weekly List: 5/4/2018

Reference number:

Nominator:

Reason For Review:

Accept Return Reject 5/4/2018 Date

Abstract/Summary
Comments:

Recommendation/
Criteria

Reviewer Alexis Abernathy Discipline Historian

Telephone (202)354-2236 Date _____

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



Parks, Recreation and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner

February 1, 2018

Mr. Karnig H. Ohannessian
Federal Preservation Officer, Deputy Assistant Secretary of the Navy
1000 Navy Pentagon, Room 4A674
Washington, DC 20350-1000

Re: Mitchel Air Base and Flight Line
Please see attachment
Garden City, NY 11530
Nassau County

Dear Mr. Ohannessian:

We are pleased to inform you that the historic district noted above will be considered by the New York State Board for Historic Preservation at its next meeting, **March 16, 2018**, for nomination to the National and State Registers of Historic Places. These registers are the official lists of properties that are significant in history, architecture, engineering, landscape design, and culture. Listing in the registers provides recognition of our national, state and local heritage and assistance in preserving it. Enclosed is a copy of the criteria under which properties are evaluated for listing.

Listing in the National and State Registers affords properties a measure of protection from the effects of federal and/or state sponsored or assisted projects, provides eligibility for certain federal and/or state tax credits and renders properties owned by non-profits or municipalities eligible for state preservation grants. In general, there are no restrictions placed upon private owners of registered properties. The results of listing are explained more fully in the attached fact sheet.

Owners of private properties proposed for listing in the National Register must be given the opportunity to concur in or object to the listing. If a *majority* of the private property owners in the district object to the listing via the process noted below, it will prevent the district from being listed. Objections are only counted against the listing of the district as a whole. If a majority does not object, no single property owner in the district can exempt himself or herself from the listing via an objection. Each private property owner has one vote, regardless of how many properties or what portion of a single property that party owns.

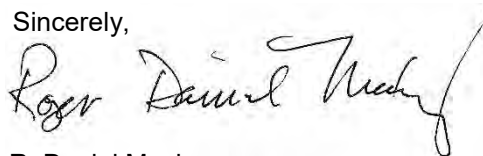
If a property owner wishes to object to the proposed district, he/she must submit a notarized acknowledgement that he/she is the owner of the property in question and that he/she objects to the proposed National Register listing. Objections must be submitted before the district is listed.

If a district cannot be listed because of owner objection, the SHPO will submit the nomination to the Keeper of the National Register for a determination of eligibility for listing. Properties formally determined eligible for National Register listing by the Keeper are subject to the same protection from the effects of federally sponsored or assisted projects as are listed properties. There are no provisions in the New York State Historic Preservation Act that allow owners to prevent listing in the State Register by means of objection.

If you wish to comment on whether or not the district should be nominated to the National and State Registers, please send your comments to the SHPO at the address below. Comments must be received by **March 15, 2018**, in order to be considered by the State Board for Historic Preservation when it reviews this district.

A draft copy of the proposed nomination will be posted on our web site (www.nysparks.com/shpo) prior to the board meeting. For more information, contact Jennifer Betsworth, Division for Historic Preservation, Peebles Island State Park, P.O. Box 189, Waterford, New York 12188, (518) 268-2189.

Sincerely,



R. Daniel Mackay
Deputy Commissioner for Historic Preservation and
Deputy State Historic Preservation Officer

Enclosure: Fact Sheet
Criteria for Evaluation



Frequently Asked Questions about the State and National Registers of Historic Places in New York State

What are the State and National Registers of Historic Places? The State and National Registers are the official lists of properties significant in history, architecture, engineering, landscape design, archeology, and culture. Properties may be significant in local, state and/or national contexts. More than 120,000 properties in New York have received this prestigious recognition.

What qualifies a property for listing on the registers? The registers recognize all aspects of New York's diverse history and culture. Eligible properties must represent a significant historic theme (e.g., architecture, agriculture, industry, transportation) and they must be intact enough to illustrate their association with that theme. Properties must usually be more than 50 years of age to be considered for listing.

What are the benefits of being listed on the registers? The State and National Registers are a recognized and visible component of public and private planning. The registers promote heritage tourism, economic development and appreciation of historic resources. Benefits include:

- Official recognition that a property is significant to the nation, the state, or the local community.
- Eligibility to apply for the state homeowner tax credit and/or the state and federal commercial historic rehabilitation tax credits.
- Eligibility (not-for-profit organizations and municipalities only) to apply for New York State historic preservation grants. Other grants, also requiring listing, may be available through other public and private sources.
- Properties that meet the criteria for registers listing receive a measure of protection from state and federal undertakings regardless of their listing status. State and federal agencies must consult with the SHPO to avoid, minimize, or mitigate adverse effects to listed or eligible properties.

Will State and National Registers listing restrict the use of a property? If you are not using *federal or state funds* to complete your project (e.g. a grant or tax credit, CD funds, a Main Street Grant) and you do not require a *state or federal permit* to undertake it (e.g. DEC permit) , you are free to remodel, alter, paint, manage, subdivide, sell, or even demolish a National or State Register listed property (as long as you comply with local zoning). If state or federal funds are used or if a state or federal permit is required, proposed alterations may be reviewed by SHPO staff if the property is either listed or determined eligible for listing.

What kinds of properties can be included in the registers? Buildings and structures such as residences, churches, commercial buildings and bridges; sites such as cemeteries, landscapes and archaeological sites; districts, including groups of buildings, structures or sites that are significant as a whole, such as farmsteads, residential neighborhoods, industrial complexes and cultural landscapes; and objects, such as fountains and monuments.

What is a historic district? A historic district is a group of buildings, structures, and sites that are significant for their historical and physical relationships to each other. Properties in districts are not usually significant individually but gain meaning from their proximity and association with each other. A district may include any number of properties.

What is the process for listing a property on the registers? To begin, an application must be submitted to the State Historic Preservation Office (SHPO) for evaluation. If the property is determined eligible for listing, the nomination sponsor is responsible for providing documentation that describes the property's setting and physical characteristics, documents its history, conveys its significance in terms of its historic context, and demonstrates how it meets the register criteria. The New York State Board for Historic Preservation reviews completed nominations. If the board recommends the nomination, the New York State Historic Preservation Officer (Commissioner of the Office of Parks, Recreation and Historic Preservation) lists the property on the State Register and forwards it to the National Park Service for review and listing on the National Register.

Can an owner object to having his or her property listed on the registers? Yes. Private property owners may object to National Register listing. If the property has *one owner*, that owner's objection will prevent the listing. If the property has *multiple owners*, the *majority* of the owners must object in order to prevent listing. For properties with multiple owners, such as districts, objections only count toward the listing of the district as a whole. No one owner can exempt himself or herself from listing in a district by means of an objection. Although the State Register does not recognize owner objections, it is the policy of the SHPO to avoid listings with significant objections and to work with nomination sponsors and communities to provide information and education about the registers program.

How long does it take to get a property listed? The length of time required for the preparation and review of an individual nomination is typically six to twelve months, depending on the quality of the application and staff workloads. Historic districts generally require at least a year to account for their greater complexity and the additional need for public comment.

How do the State and National Registers differ from local landmark designation? State and National Registers listing should not be confused with local landmark designation. Many communities have enacted local landmark ordinances that establish commissions with the authority to review proposed work on locally designated properties. These commissions are established and operated independently from the State and National Registers, which do not regulate the actions of private property owners unless state or federal funds are used or a state or federal permit is required. National Register listing does not automatically lead to local landmark designation, and local districts often differ from those listed on the registers.

Must owners of listed buildings open their buildings to the public? No. There is absolutely no requirement to open register-listed properties to the public.

Will a property owner be able to leave his property to his children or anyone else he/she wishes? Yes. Listing on the registers in no way affects the transfer of property from one owner to another.

Will listing on the State and National Registers, either individually or in a historic district, affect local property taxes or zoning? No. Listing has no direct bearing on any of these local actions.

How can an owner get a State and National Registers plaque to display on his or her building? Although the SHPO does not provide plaques, a list of manufacturers is available upon request.

How does listing protect a building and its surroundings? The registers are a valuable tool in the planning of publicly funded, licensed or permitted projects. Government agencies are responsible for avoiding or reducing the effects of projects on properties that are eligible for or listed on the registers. Listing raises awareness of the significance of properties, helping to ensure that preservation issues are considered early and effectively in the planning process.

Where can I find out more about the State and National Registers? Contact the Division for Historic Preservation at (518) 237-8643, visit our website at www.nysparks.state.ny.us/shpo/register/index.htm or see the National Park Service website at www.nps.gov/history/nr/.



National and State Registers Criteria for Evaluation

The following criteria are used to evaluate properties (other than areas of the National Park Service and National Historic Landmarks) for listing on the National and State Registers of Historic Places.

The quality of significance in American history, architecture, archeology, engineering and culture is present in districts, sites, buildings, structures and objects that possess integrity of location, design, setting, materials, workmanship, feeling and association and

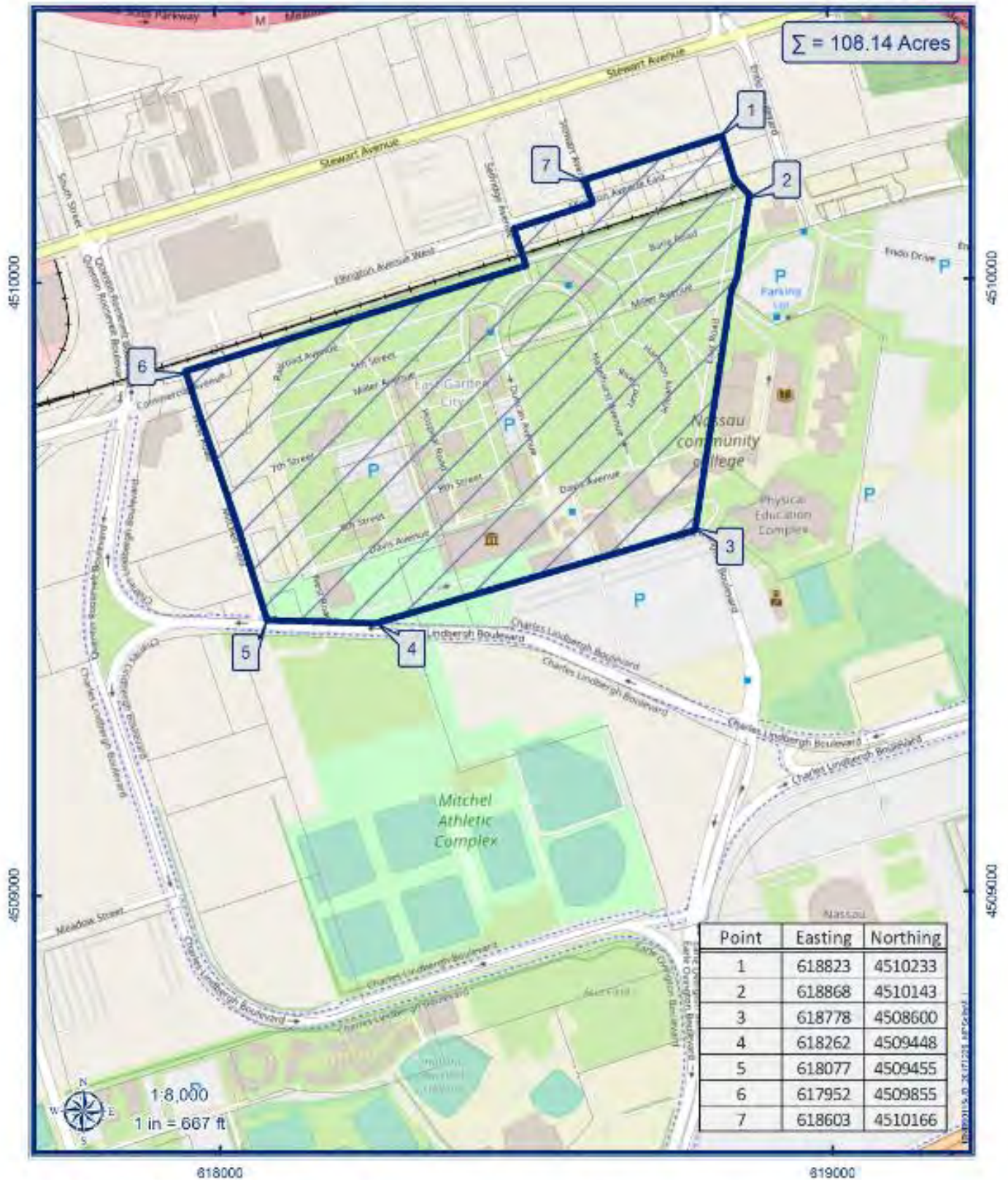
- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the State and National Registers. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

- A. a religious property deriving primary significance from architectural or artistic distinction or historical importance; or
- B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or
- C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his productive life; or
- D. a cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or
- E. a reconstructed building when accurately executed in a suitable environment and presented as part of a restoration master plan, and when no other building or structure with the same association has survived; or
- F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historical significance; or
- G. a property achieving significance within the past 50 years if it is of exceptional importance.

Mitchel Air Base and Flight Line


Garden City,
Nassau Co., NY



Coordinate System: NAD 1983 UTM Zone 18N
Projection: Transverse Mercator
Datum: North American 1983
Units: Meter



 Mitchel Air Base
and Flight Line

 Parks, Recreation
and Historic Preservation

U.S. Navy

Buildings Contained in Parcel 409: SBL – 44 F 409

West Road:

Building 16

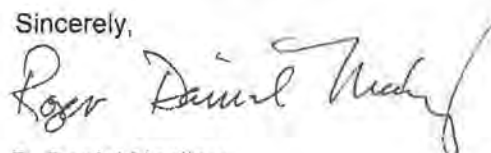
Geoffrey Avenue:

Building 84

If you wish to comment on whether or not the district should be nominated to the National and State Registers, please send your comments to the SHPO at the address below. Comments must be received by **March 15, 2018**, in order to be considered by the State Board for Historic Preservation when it reviews this district.

A draft copy of the proposed nomination will be posted on our web site (www.nysparks.com/shpo) prior to the board meeting. For more information, contact Jennifer Betsworth, Division for Historic Preservation, Peebles Island State Park, P.O. Box 189, Waterford, New York 12188, (518) 268-2189.

Sincerely,



R. Daniel Mackay
Deputy Commissioner for Historic Preservation and
Deputy State Historic Preservation Officer

Enclosure: Fact Sheet
Criteria for Evaluation



Parks, Recreation
and Historic Preservation

ANDREW M. CUOMO
Governor

ROSE HARVEY
Commissioner



20 March 2018

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nominations

Dear Ms. Abernathy:

I am pleased to submit the following eight nominations, all on disc, to be considered for listing by the Keeper of the National Register:

The Wilbraham, New York County
Pilgrim Furniture Company, Ulster County
Wading River Radio Station, Suffolk County
Sisters of St. Joseph Motherhouse, Brentwood, Suffolk County
Hempstead Town Hall, Nassau County
Mitchel Air Base and Flight Line, Nassau County
Daniel Webster Jenkins House, Schoharie County
Gooley Club, Essex and Hamilton Counties

Please feel free to call me at 518.268.2165 if you have any questions.

Sincerely:

Kathleen LaFrank
National Register Coordinator
New York State Historic Preservation Office

APR 11 2018

Alexis Abernathy
4/9/18

H32(2280)

The Honorable Kathleen M. Rice
U.S. House of Representatives
Washington, DC 20510-0546

Dear Representative Rice:

Thank you for your letter of April 4 2018,, supporting the nomination of the Mitchel Air Base and Flight Line and Hempstead Town Hall in New York, to the National Register of Historic Places.

The National Park Service, which administers the National Register of Historic Places, received the nominations for the the Mitchel Air Base and Flight Line, and on Hempstead Town Hall March 23, 2018. Our regulations require that an action on the eligibility of a property for listing in the National Register must be taken within 45 days of receipt of a complete and fully documented nomination.

If we can provide further information or assistance, please feel free to contact Alexis Abernathy of the National Register staff at 202-354-2236 or alexis_abernathy@nps.gov. We appreciate your interest in the historic preservation programs of the National Park Service.

Sincerely,

J. Paul Loether

J. Paul Loether, Chief
National Register/ National Historic Landmarks, and
Keeper of the National Register

cc: New York SHPO

bcc: 7228 Loether

Basic File Retained In 7228

S:NR/Alexis/Letters/Mitchel and Hempstead Rep Rice Letter

KATHLEEN M. RICE
4TH DISTRICT, NEW YORK

WASHINGTON OFFICE:
1508 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-5516

DISTRICT OFFICE:
229 7TH STREET, SUITE 300
GARDEN CITY, NY 11530
(516) 739-3008

WWW.KATHLEENRICE.HOUSE.GOV



Congress of the United States
House of Representatives
Washington, DC 20515-3204

COMMITTEE ON
HOMELAND SECURITY
SUBCOMMITTEES:
RISKING MEMBER, COUNTERTERRORISM
AND INTELLIGENCE
OVERSIGHT AND MANAGEMENT EFFICIENCY

COMMITTEE ON
VETERANS' AFFAIRS
SUBCOMMITTEES:
OVERSIGHT AND INVESTIGATIONS
EQUITY AND QUALITY

April 4, 2018



Ms. Alexis Abernathy
National Park Service
National Historic Landmarks Program
1849 C Street NW
Mail Stop 7228
Washington, DC 20240

RE: **Mitchel Field & Hempstead Town Hall Nominations to the National Register of Historic Places**
Mitchel Field, Garden City, NY 11530
Hempstead Town Hall, Hempstead, NY 11550

Dear Ms. Abernathy:


I am writing to urge your full and fair consideration of Mitchel Field and Hempstead Town Hall's nominations to the National Register of Historic Places.

Mitchel Field was one of the largest and most important American military aviation bases from World War I through the early Cold War. During World War II, it was the main point of air defense for New York City, and in the late 1940s, it was the headquarters of the Air Defense Command, First Air Force, and Continental Air Command. In addition to its historical importance, Mitchel Field offers significant educational value to its visitors as it was the scene of numerous record-setting flights. Listing Mitchel Field in the National Register would document the 100 year history of the site.

Also under consideration for the National Register of Historic Places is Hempstead Town Hall upon its centennial celebration. The municipal complex includes a small, Colonial Revival building established in 1918, two Modernist buildings established in 1968, and a connecting plaza. This site governs one of the largest and oldest townships in the United States, dating back to the 1600s, and symbolizes the substantial post-World War II growth that benefited many American suburbs. By elevating Hempstead Town Hall's significance to a national level, the National Register would not only help preserve the town's character, but also the physical structures that provide town employees with a safe facility to serve the public.

Once again, I ask that you please consider Mitchel Field and Hempstead Town Hall's nominations for this valuable designation. Thank you in advance for your attention to this matter, and please contact Steven Coyle in my office at (202) 225-5516 to keep our office informed on the progress of the proposal or if you have any further questions.

Sincerely,


KATHLEEN M. RICE
Member of Congress



**Parks, Recreation
and Historic Preservation**

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Acting Commissioner



14 February 2019

Alexis Abernathy
National Park Service
National Register of Historic Places

Mail Stop 7228

1849 C Street NW
Washington DC 20240

Re: National Register Nomination Name Change:
Mitchel Air Base and Flight Line
Nassau County, New York

Dear Ms. Abernathy:

Mitchel Air Base and Flight Line was listed on the National Register on 4 May 2108. At that time, available USGS maps indicated that its location was East Garden City, Nassau County. We have recently learned that in 2016, the U.S Census Bureau eliminated East Garden City as a census-designated place name and combined what had been East Garden City with the adjacent place to the south, Uniondale. Maps showing this have not yet become widely available; however, they do appear on the US Census Bureau's website. https://tigerweb.geo.census.gov/tigerwebmain/TIGERweb_main.html [Because Long Island has few villages and hamlets, census-designated place names often serve as the most appropriate locations.] Because East Garden City has ceased to exist and Mitchel Air Base is now more appropriately described as a part of Uniondale, we are requesting that you change the location of Mitchel Air Base and Flight Line to Uniondale.

I have enclosed census bureau maps from 2010 and 2018 that document this change (including one showing the location of the listed property), as well as a copy of the original nomination map. Please feel free to call Kathleen LaFrank at 518.268.2165 if you have any questions.

Sincerely:

R. Daniel Mackay
Deputy Commissioner for Historic Preservation and
Deputy State Historic Preservation Officer