

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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NATIONAL REGISTER, HISTORY & EDUCATION
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Sequoia Field/Visalia-Dinuba School of Aeronautics
Sequoia Field

other names/site number _____

2. Location

street & number Adjacent to junction of Ave. 368 and Road 112, 9 miles north of Visalia not for publication
city or town Visalia vicinity
state California code CA county Tulare code 107 zip code 93291

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

David A. Heyta Nov. 18, 1999
Signature of certifying official/Title Date
California Office of Historic Preservation
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper [Signature] Date of Action 6/9/00

Name of Property _____

County and State _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

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

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

Contributing	Noncontributing	
13	9	buildings
2	1	sites
6	3	structures
1	0	objects
22	13	Total

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

Category: Defense

Subcategory: Military Facility, Air Facility

Current Functions
(Enter categories from instructions)

Category: Government, Transportation

Subcategory: Correctional Facility, Air Related

7. Description

Architectural Classification
(Enter categories from instructions)

Category: 1. Late 19th & Early 20th Century American Movements

2. No Style

Materials
(Enter categories from instructions)

foundation Concrete

walls Wood, stucco

roof Asphalt, steel

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Name of Property

County and State

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.

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Military

Period of Significance

1941-1944

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Primary location of additional data:

- State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository:

Maxwell Air Force Base, Alabama

Tulare County Library, Visalia Branch
Tulare Historical Museum, City of Tulare

Name of Property _____

County and State _____

10. Geographical Data

Acreage of Property _____ 78 _____

UTM References

(Place additional UTM references on a continuation sheet.)

See Continuation Sheet (Sec. 10, page 7)

1	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
2	<input type="text"/>	<input type="text"/>	<input type="text"/>

3	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing
4	<input type="text"/>	<input type="text"/>	<input type="text"/>

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title _____ Bruce Baird _____

organization _____ Sequoia and Rankin Fields Reunion Committee _____ date _____ September 24, 1999 _____

street & number _____ 9322 Melba Drive _____ telephone _____ (714) 539-9747 _____

city or town _____ Garden Grove _____ state _____ CA _____ zip code _____ 92841 _____

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____ County of Tulare, Attn: Brian Thoburn, Administrative Assistant to the Board of Supervisors _____

street & number _____ 2800 W. Burrel Ave _____ telephone _____ (209) 733-6271 _____

city or town _____ Visalia _____ state _____ CA _____ zip code _____ 93291 _____

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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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NARRATIVE DESCRIPTION:

Summary: Historic District

The historic name of the district was Sequoia Field/Visalia-Dinuba School of Aeronautics. It is located in Tulare County, California, approximately 9 miles north of the county seat, Visalia; and approximately 40 miles south-east of the city of Fresno in Fresno County. In its historic period the district was a civilian owned and operated school for training World War II pilots. The total area of the district is 78 acres.

Included within the district's 78 acres are 26 acres of grounds and buildings which bore the historic name of Visalia-Dinuba School of Aeronautics. The resources on these 26 acres include 22 buildings, 3 sites, 1 structure and 1 object. Thirteen of the buildings, 2 of the sites, the 1 structure and the 1 object are contributing resources.

Immediately adjacent to the historic school's 26 acres are 52 acres on which were originally constructed 2 hangars, an office building, an air traffic control tower, an aircraft parking apron and 2 runways. The latter comprised the school's base field, which had the historic name of Sequoia Field. The resources on the 52 acres include 5 structures, all of which are contributing.

School of Aeronautics Building Layout

The layout of grounds and buildings within the boundaries of the school was a very distinctive feature, and the historic integrity of this layout has largely been maintained to this day. (See the layout drawing on Page 2 and the aerial photos on Pages 3 & 4 of this section.)

Twelve cadet barracks buildings were laid out in four individual isosceles-right-triangle orientations. The 8 buildings on the 8 individual legs of the 4 triangles faced an X-shaped grass parade ground. The school's flag pole was located in the geometric center of the X. (A thirteenth barracks was among the other buildings laid out around the periphery of this basic pattern.) At the foot of one leg of the X was the guard

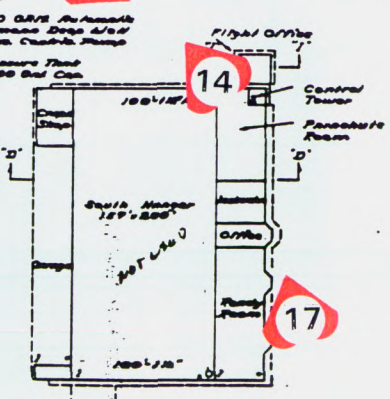
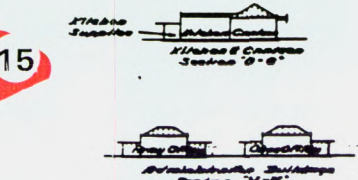
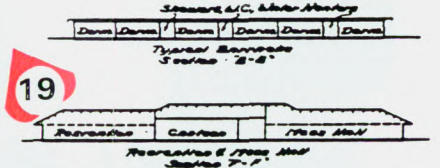
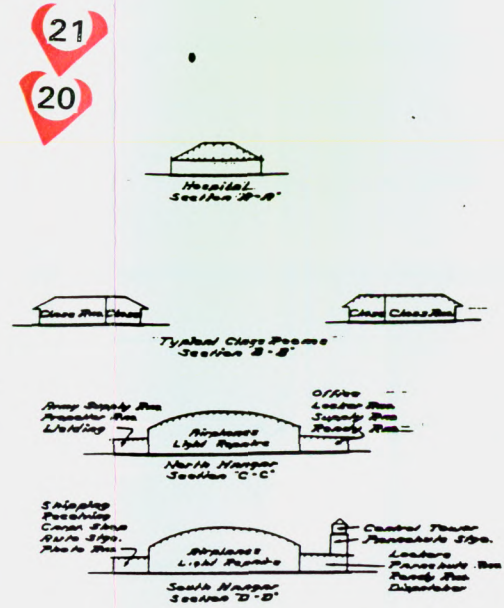
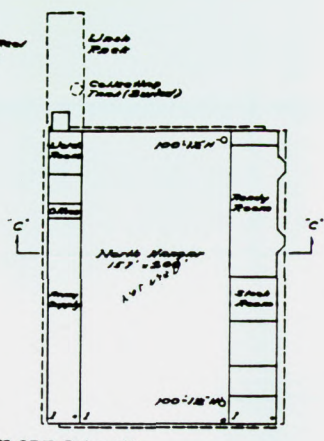
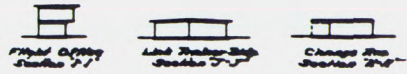
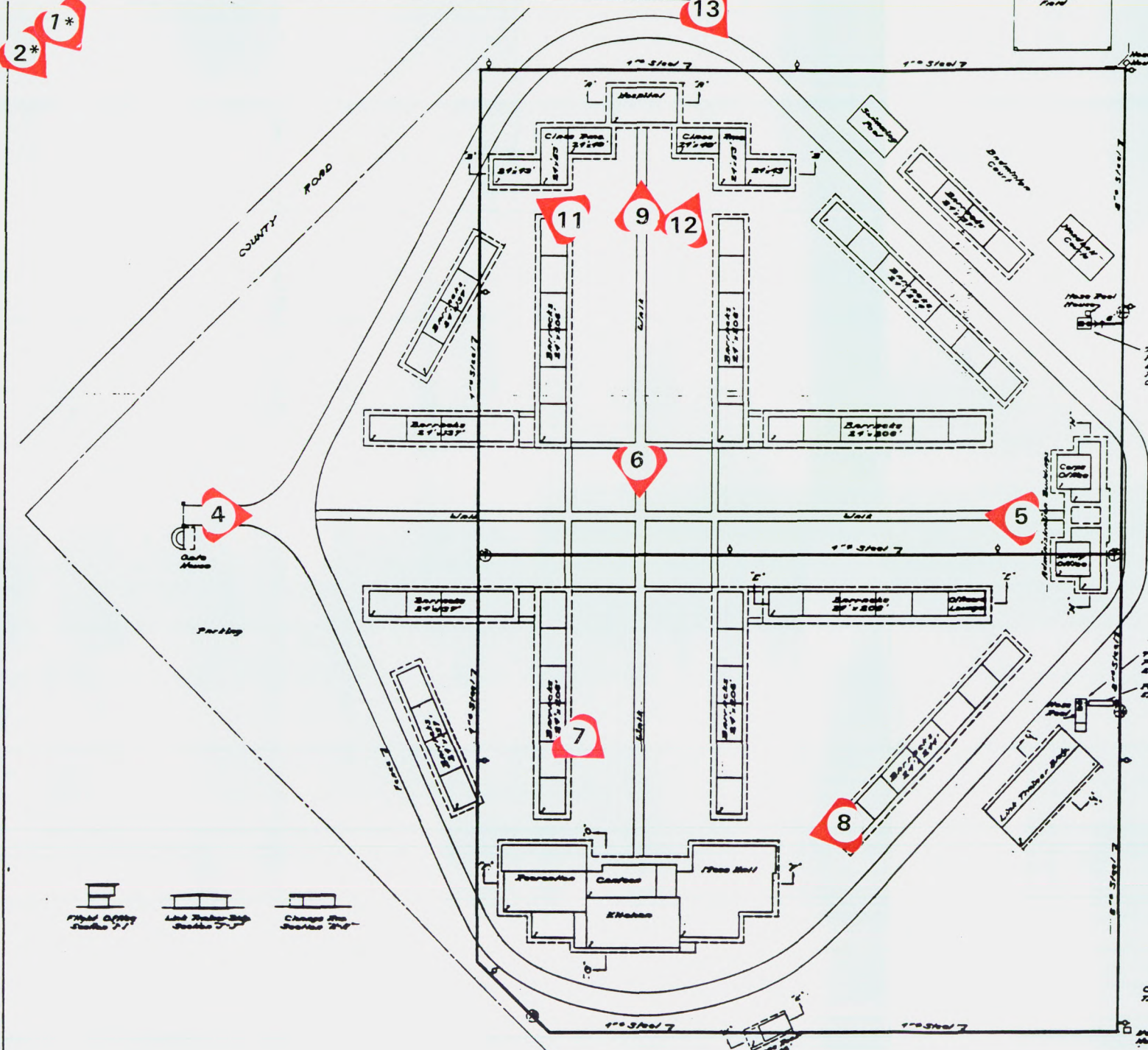
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1*
2*

3*



DEFENSE PLANT CORPORATION
VISALIA-DINUBA SCHOOL OF AERONAUTICS
NINE MILES NORTH OF VISALIA CALIFORNIA
SCALE 1"=80'

6" 2000 Gal
Sanitation Tanks
(Buried)
ON Masses

ALSO SEE FULL
SIZE DRAWING
IN ADDITIONAL
DOCUMENTATION
SECTION

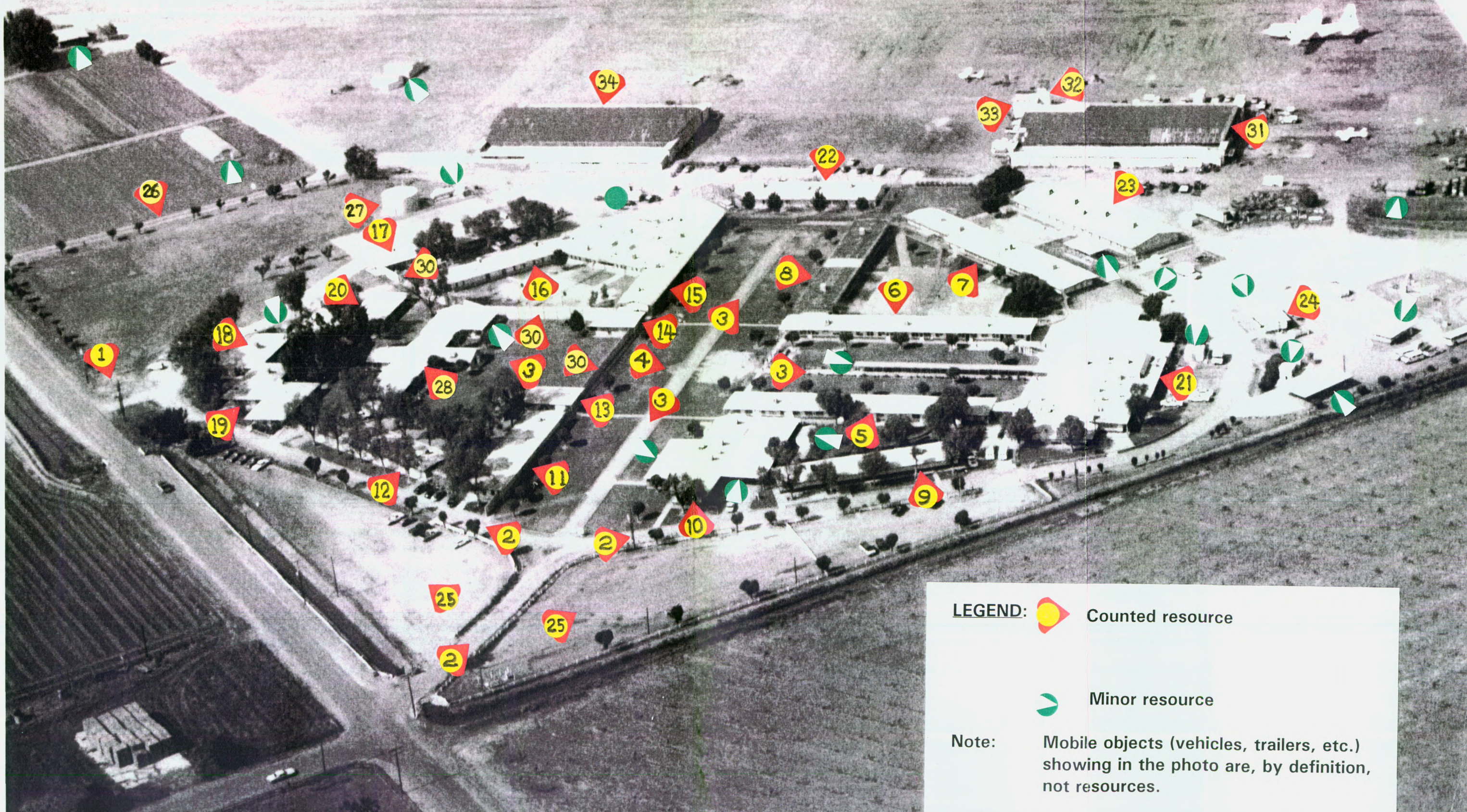
Legend:
No. Photo
vantage point
* Aerial
photo


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**JUNE 1, 1998 AERIAL PHOTO OF THE HISTORIC DISTRICT
OF SEQUOIA FIELD/VISALIA-DINUBA SCHOOL OF AERONAUTICS**



LEGEND:  Counted resource

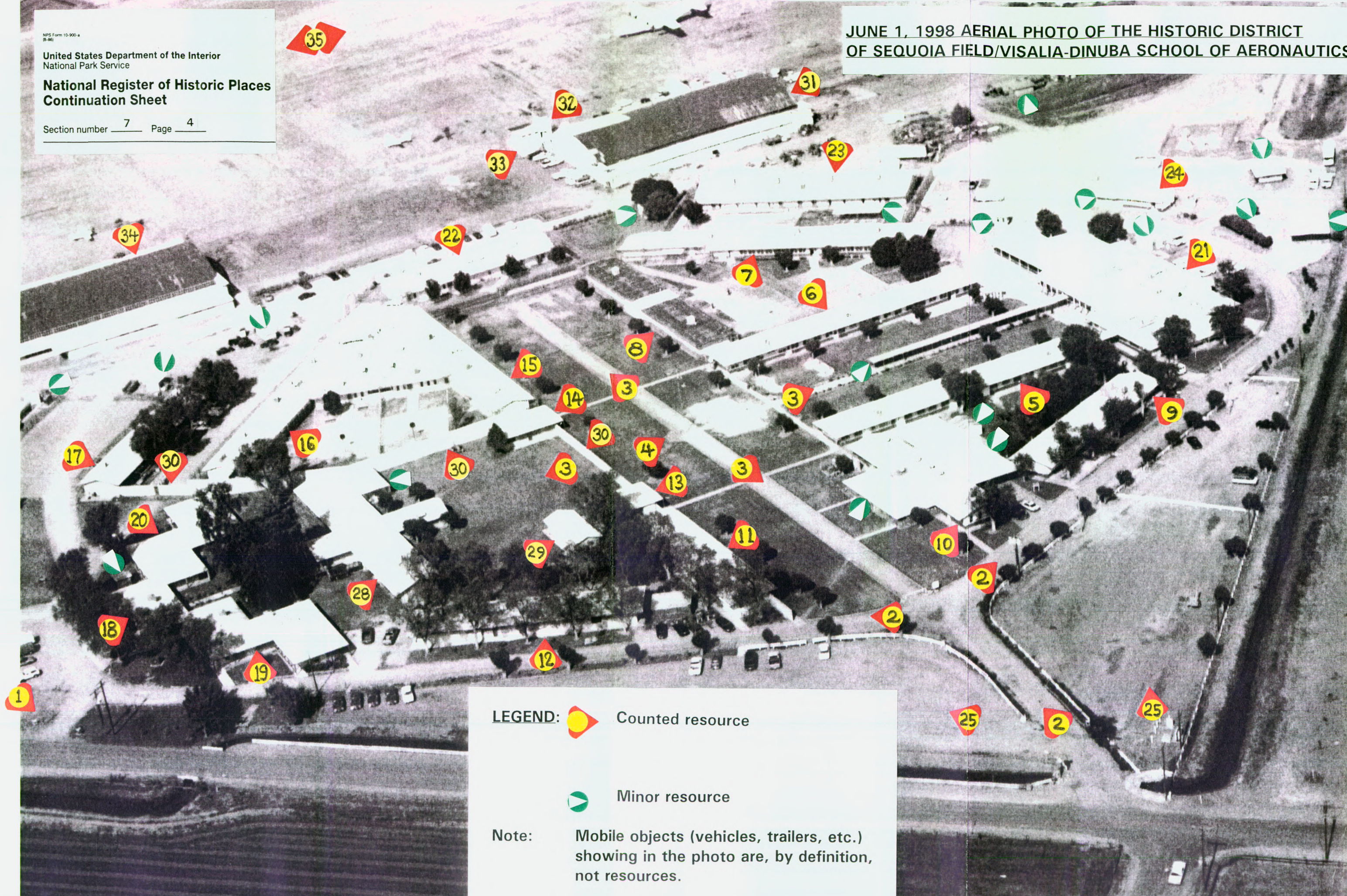
 Minor resource

Note: Mobile objects (vehicles, trailers, etc.) showing in the photo are, by definition, not resources.


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**JUNE 1, 1998 AERIAL PHOTO OF THE HISTORIC DISTRICT
OF SEQUOIA FIELD/VISALIA-DINUBA SCHOOL OF AERONAUTICS**



LEGEND:  Counted resource

 Minor resource

Note: Mobile objects (vehicles, trailers, etc.) showing in the photo are, by definition, not resources.

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building (and gate). Three building complexes were situated at the ends of the remaining legs of the X-shaped parade ground. Photo #1 in the Additional Documentation section (see Addendum A) is a 1943 aerial view that provides an excellent illustration of the historic district's unique layout of grounds and buildings. Photo #3 is a 1998 aerial view that illustrates how much the integrity of the historic layout has been preserved.

Post-War Changes

After World War II, the historic site's base field (Sequoia Field) became a county operated general aviation airport. The site's school of aeronautics became a county operated home for the aged named "Sequoia Home". The USGS map of the Tulare County Monson Quadrangle (Section 10, Page 2) identifies two individual facilities within the historic boundaries of the site..."Sequoia Home" and Sequoia Field".

Sequoia Home remained in existence for 22 years, until 1970. During this period very few changes were made in building exteriors and grounds. One of these changes was the demolishing of the guard building and front gate. (Page 7 of the Additional Documentation section contains historic views of the guard building and front gate.) An additional change during this period was the construction of a new road to the air field, cutting across the historic athletic field. The new road provided direct access to the air field's parking apron and hangars from County Road 112.

Since 1970, the facilities renamed Sequoia Home have been occupied by the Sheriffs and the Probation Departments of Tulare County. During this period extensive changes have been made to the interiors of most of the original buildings. Additionally, major remodeling of the exteriors has occurred on some. However, excluding one ground-up construction of an entirely new building, the historic layout of the original school of aeronautics has been maintained.

In the period since it became a county operated airport the buildings on Sequoia Field have changed very little. However, about half of the original paved runway area is now being cultivated by the Adult Correction Center (ADC) of the Tulare County Sheriffs Department (TCSD).

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Counted Resources

In the two 1998 aerial photos on Pages 3 & 4, the red arrows point to counted resources that are within the historic boundaries of Sequoia Field/Visalia-Dinuba School of Aeronautics. In the tails of the red arrows are identification numbers.

In keeping with the rules for counting resources contained in National Register Bulletin 16A, the minor resources which may be seen in the photos were not counted. The white arrows overlaid on green dots point to these minor resources. They include semi-permanent wood or metal sheds, greenhouses, sun shades (flat rectangular roofs supported only by vertical poles), wire fences and other miscellaneous small objects. (Also showing in the aerial photos are numerous mobile objects such as vehicles, trailers and dumpsters. These were considered to be neither counted resources nor minor resources.)

Physical Description of Resources

The information which follows contains physical descriptions of the counted resources. These descriptions include information such as the configuration and size of the elements making up the specific resource, the number of elements, etc. Some of these specifics were obtained from dimensions contained on architectural drawings, plus scaling of undimensioned elements on these drawings. Others are best estimates based on present day and historic period photos. A few are based on word descriptions contained in documents or interviews that are listed in the Bibliography (Section 9). The accuracy of the physical descriptions must be judged in light of the source information on which it was based.

Resources Within the Historic Boundaries of the District

Resource No. 1:
(Noncontributing Site)

A small memorial park is under construction at this location. It will be named the "Captain Darrell R. Lindsey Memorial Park" in honor of a Sequoia Field graduate who was posthumously awarded the Congressional Medal of Honor. Work on the park was initiated in the spring of 1998, shortly before the aerial photos on Pages 3 & 4 were taken. It will be completed during the current year. The centerpiece of the park

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will be a large bronze historical plaque summarizing the history of Sequoia Field/Visalia-Dinuba School of Aeronautics. The historical location of the park is on the original athletic field, directly behind the building complex that housed the hospital and ground school during the 3 year period that WW II pilots were being trained at the facility.

Resource No. 2:
(Contributing Structure)

A dirt road encircles the central group of buildings that are now occupied by Tulare County Sheriffs Department (TCSD). This was a distinguishing feature of the original layout of the Visalia-Dinuba School of Aeronautics. This feature is as prominent in today's aerial photos as it is in a similar 1943 aerial photo (see Photos #1 through #3 in the Additional Documentation section). During the historical period of Sequoia Field/Visalia-Dinuba School of Aeronautics the road provided the only ground access to both the school and the air field.

Resource No. 3:
(Contributing site)

An X-shaped area landscaped in grass is central to the present layout of TCSD* buildings. In the district's historic period, this was the military facility's parade grounds.

Resource No. 4:
(Contributing object)

At the intersection of the legs of the above X-shaped grassy area stands a 40 foot high flag pole. (See Photos #4 & #5 in the Additional Documentation section.) In the district's historic period, the flag was raised and lowered on this pole in morning reveille and evening retreat ceremonies. (Pages 8 & 9 of the Additional Documentation section contain historic views of the parade grounds and flag pole.)

* See List of Acronyms on Page 31.

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Resource No. 5:
(Contributing building)

This is Adult Correction Center (ACC) Building F, an inmate dormitory . The interior and exterior of the building have not been remodeled since its original construction in the summer of 1941 (Boland 1999 letter). The foundation is concrete slab. The basic construction of the building is single story, wood frame with stucco walls. The roof is semi-flat (a very shallow-pitched gable roof). It has asphalt shingle covering, and an eave overhangs the walls by 3' on all 4 sides. The building is rectangular, 24' in width by 206' in length.

There are 6 dormitory rooms and 6 toilet/shower rooms in the building. The dormitory rooms are approximately 24' x 30', and the toilet/shower rooms are approximately 12' x 9'. The latter rooms are in back-to-back pairs, spanning the 24' width of the building. A pair of shower rooms separates each pair of dormitory rooms.

Each dormitory room has one wood door frame facing the grassy area that was originally the parade ground. The doors are wood construction with a 3 pane, fixed window. The wall immediately overhead contains a hinged transom window. In the wall containing the doorway (front wall), each room has three 5' x 5' wooden window frames. The bottoms of the frames are about 3' above ground level. Each frame has 2 double hung windows containing vertically-sliding upper & lower panes. The window sashes are constructed from wood. Two frames are set on one side of the doorway and one on the other.

The back wall of each dormitory room contains 3 equally-spaced window frames, of the same construction details as those in the front wall (2 double-hung windows per frame).

The side walls of the dormitory rooms on each end of the building contain 3 equally-spaced window frames, of the same construction details as those in the front wall, but with only 1 double-hung window per frame.

The doorways to the toilet/shower rooms are on interior walls. These rooms have 5' wide x 4-1/2' high wooden window frames in their exterior walls. The frames

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contain 2 double-hung windows and are similar in construction to the dormitory room window frames. The bottoms of the frames are about 3-1/2' above ground level.

The external walls of Building F contain a total of 6 doors and 78 windows.

Three air conditioning units are mounted on the roof, one for each pair of rooms.

In the district's historic period, Building F was one of 13 cadet barracks buildings, all of which were of similar basic floor plan and same single story construction, with air conditioning units mounted on the roof. (Page 19 of the Additional Documentation section contains historic views of the interiors and exteriors of cadet barracks buildings.)

Resource No. 6:
(Contributing building)

This is ACC Building C, an inmate dormitory. In its historic period it was a cadet barracks. It has not been remodeled since WW II (Boland 1999 letter). Its floor plan is the same as that of Resource No. 5. The external walls of the building contain 6 doors and 78 windows. (Note: Resources No. 5 & 6 may be seen in Photo #6 in the Additional Documentation section. These are the buildings at the right and left sides of the photo, both looking out on one leg of the X-shaped grassy area. On the left side of Photo #7 of the Additional Documentation section, the south end of Resource No. 6 is clearly visible.)

Resource No. 7:
(Contributing building)

This is ACC Building L, an inmate dormitory. In its historic period it was a cadet barracks. It is a rectangular building 24' wide x 244' long. There were 7 dormitory rooms in the original floor plan. The interior was remodeled in the late 1980's (Boland 1999 letter). The two original rooms on the north end of the building were converted to one large training room. The remaining five rooms are original-configuration, but the 7 exterior wood construction doors have been replaced with metal security doors. The metal doors have no windows. All the window frames & windows in the walls are original-construction materials and configuration. The building has 90 windows.

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Resource No. 8:
(Contributing building)

This is ACC Building No. 2, an inmate dormitory. In its historic period it was a cadet barracks with the same floor plan as Resource No. 5. The interior of the 24' x 206' rectangular building was remodeled in 1986 (Boland 1999 letter), when all of the original interior walls were removed. The current configuration consists of two large dormitory rooms at each end of the building, separated by a toilet/shower area in the center. The 6 original external doors, which were of wood construction, have been replaced by windowless metal security doors. The original wooden window frames & wood sash windows have been replaced with fixed (cannot be opened and closed), metal frame security windows. The frame dimensions are about 1-1/2' wide X 4' high. The glass window panes are set in a metal grid made up of 5-1/2" squares. The building contains 117 metal security windows.

Resource No. 9:
(Contributing building)

This is ACC Building S, presently an inmate dormitory. In its historic period, it was a cadet barracks. The floor plan is a 24' x 137' rectangle, originally divided into 4 dormitory rooms plus 4 toilet/shower rooms. The interior was remodeled in the late 1980's (Boland 1999 letter) to a configuration similar to that of Resource No. 8 described above. The 4 original external wood construction doors have been replaced by metal security doors. Additionally, half of the original wooden window frames and wood sash windows have been replaced by metal frame security windows. The building contains 26 wood sash windows and 40 metal security windows.

Resource No. 10:
(Contributing building)

This is ACC Building G, which is presently used for vocational training. It was a cadet barracks in its historic period. The basic floor plan of this 24' x 137' rectangular building remains in its original 4 dormitory room configuration. The northeast room is now used as a 12-person inmate dormitory and the three adjacent rooms are used as a welding shop, laundry and class room (Boland 1999 letter). The 4 exterior wood construction doors have been changed to metal security doors, but the original wooden

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window frames & wood sash windows remain. The building contains 54 wood sash windows.

Resource No. 11:
(Contributing building)

This is a TCSD-occupied building that was a cadet barracks in its historic period. The 24' x 137' rectangular building originally had a 4 dormitory room floor plan that was identical to Resource No. 9's original plan. The interior was remodeled in 1997 (Boland 1999 letter). It now contains four rooms that are offices plus one large training room. All of the door and window frames on the south (originally the front) side of the building have been filled in with stucco wall sections. The walls on both ends of the buildings are also now solid stucco. Additionally, all of the original wood sash windows on the north side have been replaced with 24 single-pane, fixed, metal frame windows. Three new doorways have been added to the north side wall. The doors are metal security type, identical to those of Resource No. 8. The building has a total of 3 external doors and 24 windows.

Resource No. 12:
(Contributing building)

This TCSD-occupied building was a cadet barracks in its historic period. The 24' x 137' rectangular building originally had a 4 dormitory room floor plan that was identical to Resource No. 9's original plan. In 1997 (Boland 1999 letter) all of the original windows on the west (originally the back) side of the building were replaced with stucco wall sections. On the east (originally the front) side of the building all of the original wood window frames and wood sash windows remain, but the 4 original wood construction doors have been replaced with metal security doors identical to those of Resource No. 8. The original windows are still in the walls at the north and south ends of Resource No. 12. The building has a total of 4 external doors and 30 windows.

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Resource No. 13:
(Noncontributing building)

This one-room 24' x 30' rectangular building is presently used by TCSD as a storage building (Boland 1999 letter). In its historic period it was a dormitory room in a six-room, 24' x 206' cadet barracks. In the late 1980's most of the building was demolished, leaving only the single room that had been on the south end of the barracks. The construction work was done in accordance with Project No. 86-08 architects drawing dated 9/26/86 which identified the remodeled building as Hobby Shop. The original wood construction door to the room has been replaced by a windowless metal door, and only one original wooden window frame remains, adjacent to and north of the door. The window has been replaced by a piece of ply wood. Otherwise, the four walls are solid stucco. (This building has been identified as a noncontributing resource, but it was a cadet dormitory room during WW II and does add to the historic associations of the property. Additionally, it remains in its original location in the unique layout of the district's grounds and buildings when the school and air field were constructed in the summer of 1941.)

Resource No. 14:
(Noncontributing building)

This one-room 24' x 30' rectangular building is also presently used by TCSD as a storage building (Boland 1999 letter). Its origin, construction history and present configuration are the same as those of Resource No. 13. The 9/26/86 Project No. 86-08 drawing identified the remodeled building as Yard Shop.

Resource No. 15:
(Noncontributing building)

This building currently houses Tulare County Probation Department juvenile boot camp inmates (Boland 1999 letter). In its historic period the building was a six-room, 24' x 206' cadet barracks with a floor plan identical to that of Resource No. 5. When the historic district was originally constructed, Resource No. 15 and Resource No. 16 formed the apex of a triangular layout of three cadet barracks buildings. In the late 1980's both resources were remodeled in conformance with the Project No. 86-08

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drawing dated 9/26/86. In this document Resource No. 15 is identified as Building No. 3 and Resource No. 16 is identified as Building No. 4.

In the 1980's remodeling, a triangular-shaped annex was constructed, joining Resources No. 15 & 16. The annex filled in the apex of the layout triangle, and the remodeled floor plan of the now-joined Resources No. 15 & 16 took the shape of the letter "A". The new annex contains ten 5' high x 2' wide metal security windows and 5 metal security doors. All of the windows and 4 of the doors are in the west wall of the annex. One door is in the east wall. These doors and windows are of the same basic construction as those of Resource No. 8.

In the Project No. 86-08 remodeling, a 26' long addition was made at the east end of Resource No. 15. The former cadet dormitory room at the west end of the building was converted into a toilet/shower area and the former toilet/shower room at the east end was converted to an interview room. All of the remaining interior walls were removed, and a 162' long open dormitory was created.

All of the original doors on the south (originally front) side of Resource No. 15 were removed and replaced with stucco wall. This was also true of the original south-side windows in the two west end rooms. The remaining original windows on the south side were replaced with 2' high x 5' long metal security windows of the same basic construction as those in Resource No. 8. There are 8 window frames total, equally spaced, and separated by about 15'. The bottoms of the frames are about 7' above ground level.

On the north side of Resource No. 15 there are two metal security doors and four, 5' high x 2' wide, metal security windows facing open space containing a 50' x 100' concrete playing court. These doors and windows are of the same basic construction as those in Resource No. 8. One doorway is located 20' and the other is located 40' from the west-end wall. The 4 window frames are all east of the second of the above doorways. There is 8' of spacing between the frames, and the bottoms of the frames are about 2-1/2' above ground level.

The walls at both the east and west ends of Resource No. 15 are solid stucco.

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Continuation Sheet**Section number 7 Page 14**Resource No. 16:
(Noncontributing building)**

This building is currently vacant. In its historic period it was a seven-room 24' x 244' cadet barracks with a floor plan identical to the original floor plan of Resource No. 7. In the late 1980's the building was remodeled (as described above). In the Project No. 86-08 drawing dated 9/26/86, under which the remodeling was accomplished, Resource No. 16 is identified as Building No. 4. The remodeling added 40' to the east end of the resource.

The interior of Resource No. 16 is currently in the process of being remodeled again, in order to house female adult inmates some time in the future. When the work has been completed, the interior will become a virtual mirror image of the interior of Resource No. 15 (Boland 1999 letter).

All of the original doors and windows on the south side of the building (originally the front) have been replaced by metal security doors and windows of the same basic construction as those in Resource No. 8. The window frames are 5' high x 2' wide, and the bottoms of the frames are about 2-1/2' above the ground. Three doors and 7 windows face open space containing the 50' x 100' concrete playing court. Three feet of wall separates the first door frame from the west end of the building. Another 3' of wall separates this door frame from one pair of window frames spaced 3' apart. Twenty-five feet of solid wall separates the pair of window frames from the second door. Fifteen feet of solid wall separates the 2nd door frame from the 3rd door frame. Five feet of wall separates the 3rd door frame from a set of 5 windows spaced 8' apart.

On the north side of the building, all of the original-construction windows have been replaced by metal security windows, and the wall in the 40' addition contains 2 metal security doors. Twelve feet of solid stucco wall separates the first door frame from the east end of the addition. Twenty-five feet of wall separates the 2nd frame from the 1st. The doors and windows are of the same basic construction as those in Resource No. 8. There are eight 2' high x 5' wide metal security windows and the bottoms of the frames are about 6' above ground level. The spacing between the frames is 14'. Sixty-one feet of solid stucco wall separates the most westerly frame from the west end of the building.

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The walls at both the east and west ends of the building are solid stucco.

The remodeled building, consisting of Resources No. 15 & 16 plus the new annex, contains 12 external doors and 37 windows.

Although Resources No. 15 & 16 are noncontributing, their location remains as it did in the original layout of grounds and buildings, which is readily recognizable in today's aerial photos.

Resource No. 17:
(Noncontributing building)

This 24' x 157' rectangular building was, in its historic period, a 4 dormitory room cadet barracks building identical to the original configuration of Resource No. 9. It was remodeled in the late 1980's in conformance with Project No. 86-08 drawing dated 9/26/86. On this drawing the resource is identified as Shop Building. In the remodeling, the length of the building was extended 20', at its east end.

The south (originally front) side of the building contains a rolling metal door centered about 30' from the east end. There are 2 metal entrance/exit doors in this side, centered about 10' and 50' from the east end of the building. The south side also contains 8 windows. All but the two on the east end are original construction wood sash windows. The 2 new windows are single-pane, fixed, metal frame configuration.

All of the original wooden window frames and wood sash windows on the north side of the building have been replaced with stucco wall. This side now contains a rolling metal door centered about 30' from the west end of the building. It also contains a single metal frame window and a metal entrance/exit door, positioned a few feet apart, and located about 20' east of the rolling metal door.

The west end of the building is solid stucco, with one metal door centered under the ridge of the roof. The east end of the building is solid stucco wall.

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This building contains 6 external doors and 9 windows. The interior is divided into 3 rooms. Those on east and west ends of the building are 37' long. The middle room is 83' long.

Although this building is a noncontributing resource, its location remains consistent with the historical layout of the district's grounds and buildings, which has largely been preserved.

Note: Resources No. 5 through 17 were all, in their historic period, cadet barracks buildings. All but two of these have remodeled interiors, and some have had major remodeling done on their exteriors. Nevertheless, today, all of them are basically rectangular-shaped buildings, set on concrete slab foundations, of single story, wood frame, stucco wall construction, and with shallow-pitched gable roofs that are covered with asphalt shingles.

Resource No. 18:
(Contributing building)

This 30' x 60' rectangular building is identified in the Project No. 86-08 drawing dated 9/26/86 as Offices. The building reflects some of the characteristics of prairie school and bungalow/craftsman styles of architecture. Additionally, the 6 columns in the front of the building, at the edge of the overhanging eave and front walkway, give the building an added flavor of Spanish colonial revival style. (Resource No. 18 may be seen in Photos #9 & #10 contained in the Additional Documentation section.)

The basic construction of Resource No. 18 is; concrete slab foundation, single-story, wood frame with stucco walls and a hipped roof. The roof is covered with asphalt shingles.

In the external walls of the building, there are 2 doors and 16 windows. The doors are metal construction, without windows. The windows have wood sashes and are similar in dimensions and construction to those presently in Resources No. 5 & 6.

In its historic period, Resource No. 18 was the base hospital. It now houses Tulare County Sheriffs Department detective offices (Boland 1999 letter). (Note:

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Pages 14 & 15 of the Additional Documentation Section contain historic views of Resource No. 18.)

Resource No. 19:
(Contributing building)

The Project No. 86-08 drawing dated 9/26/86 identifies this building as Classrooms. It reflects the same architectural styles as Resource No. 18. (Note: Resource No. 19 and its mirror image, Resource No. 20, may be seen in Photos #11 through #13 in the Additional Documentation section.)

The floor plan of the building is Z-shaped. The horizontal leg on the west end of the Z is a room 24' wide x 43' long. The vertical leg is a room 24' x 53'. The horizontal leg on the east end is 24' x 43'. (See the reproduction of the 1940's layout drawing on Page 2.)

The basic construction of the building is; concrete slab foundation, single-story, wood frame with stucco walls and a hipped roof. The roof is covered with asphalt shingles. All the windows in the building have wood sashes and are similar in dimensions and construction to those presently in Resources No. 5 & 6. There are vertical columns, on about 10' centers, at the edges of the overhanging eaves and the walkways surrounding the building.

In the external walls of the building there are 4 doors and 31 windows. Two of the doors are metal construction, with a small eye-level window. One is wood construction, with a larger window containing 12 panes of glass.

In its historic period, Resource No. 19 was a cadet ground school building. It also now houses TCSD detective offices (Boland 1999 letter).

Resource No. 20:
(Contributing building)

The Project No. 86-08 drawing dated 9/26/86 identifies this building as Laundry, Classrooms, Kitchen. The building is a mirror image of Resource No. 19.

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In its historic period it also was a cadet ground school building. It is presently used for storage (Boland 1999 letter).

Resource No. 21:
(Contributing building)

The Project No. 86-08 drawing dated 9/26/86 identifies this resource as Building M. It is actually a group of attached, single story, wood frame, stucco wall buildings that were erected on a single concrete foundation that was poured in the summer of 1941. The group reflects the same architectural styles as Resource No. 18.

For purposes of creating a word description of the resource the attached buildings can be designated as follows: Front-center section (of the resource), front-west section, front east section, rear-center section and kitchen (between the front-center section and the rear-center section).

The front-west, front-center and front east sections are positioned relative to one another in a stair-step manner, with the north wall of the front-west section the most northerly wall of the resource. (See the 1998 aerial view of Resource No. 21 contained in the photograph on Page 4.)

The cumulative length of the buildings that make up the resource is 250'. The cumulative width is 95'. The irregular shape of the floor plan may be seen in the 1940's layout drawing reproduced on Page 2. In this drawing the major individual attached buildings are identified as Recreation, Canteen, Mess Hall & Kitchen. The drawing contains two separate section views which illustrate the various roof contours of the resource in its historic period.

The north (front) side of Resource No. 21 may be seen in Photo #6 in the Additional Documentation section. It is at the center of the photo, in the background, at the end of the grassy area that was originally the parade ground. The east end of the front side of the resource may be seen in Photo #7. A different view of the east end of the resource is contained in Photo #8.

The configuration of the roof of Resource No. 21 is a combination of hip, gable, and flat.

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The front-center section of the resource is covered by a hipped roof with a ridge that stands above the roofs of the other sections.

A flat rectangular roof covers a 90' wide x 45' deep room that has been a kitchen since its original construction. The kitchen roof intersects the hipped roof over the front-center section of the resource, behind and below its ridge.

Behind and below the kitchen roof is a flat, rectangular roof covering the rear-center section of the resource. The length of this flat roof is about 200'. In the center, it intersects the south wall of the kitchen. At the west end, it intersects a hipped roof covering the front-west section of the resource. At the east end, it intersects a gabled roof covering the front-east end of the resource. The south wall of the rear-center section comprises 80% of the resource's walls with a southern exposure. The eave of the rear-center section's flat roof extends about 3' beyond the section's south wall.

The hipped roof over the front-center section has both a higher ridge and greater pitch than the gabled and hipped roofs over the front-east and front-west sections.

The hipped and gabled portions of the roof on Resource No. 21 are covered with asphalt shingles. The flat portions are covered with rolled asphalt.

In the kitchen walls, just below ceiling level, and looking out on the flat roof below and behind, are 26 wood sash windows.

In the rear-center section of the resource, there are 7 single doors and 1 double door. These are entrance/exit doors. There is also 1 rolling door in an area used for food storage. All of the doors are of metal construction. The rear-center section also contains 11 wood sash windows.

The front-center section of the resource contains an eave extending 5' beyond the section's front wall. The eave is supported by vertical columns on 10' centers. The pitch of the eave is shallower than the pitch of the roof. There are 3 external doors of metal construction, plus 12 wood sash windows, in the front-center section of the resource.

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The front-west section of the resource contains 3 external doors of metal construction and 18 wood sash windows. The eaves of its hipped roof are supported by vertical columns on 10' centers.

The front-east section of the resource consists of a gabled roof supported by columns, with open space between the supports. It has no doors or windows. The historic front-east section was remodeled in 1997, after a fire damaged it.

All tolled, Resource No. 21 contains a total of 16 external doors and 67 windows. The windows are similar to those contained in Resources No. 5 & 6.

The front-center section of the resource is currently ACC administrative offices and dining rooms (Boland 1999 letter). The rear-center section contains food & equipment storage areas and offices. The front-west section contains a dormitory area and offices. The front-east section is a visiting area.

Resource No. 22:
(Noncontributing building)

The Project No. 86-08 drawing dated 9/26/86 identifies this resource as Visitor/Multi Purpose Building. It is a 137' x 38' rectangular-shaped building that is set on a concrete slab foundation. Its construction is; single story, wood frame, stucco wall, and asphalt-shingle-covered gable roof.

The north (front) wall of the building contains one doorway that is equidistant from the east and west ends of the building. On either side of the doorway are four windows, set side-by-side. These are 5' high x 2' wide. Two identical windows, spaced 4' apart, are located in the west end of the front wall. Eight feet of wall separates the west end of the building from the nearest window. Fourteen feet and 36' from the east end of the front wall are an additional pair of 5' high x 2' wide windows. Midway between the latter two is one 2' high x 5' long window.

The south (back) wall of the building contains one doorway centered 9' and another centered 45' from the east end of the building. Between the 1st doorway and the east end is one 5' high x 2' wide window . Between the two doorways are 3

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identical windows. An identical set of 2 doorways and 4 windows is similarly located with respect to the west end of the building.

Both the east and west walls of the building are solid stucco wall.

The external doors and the windows are all metal security type. These are similar in construction to the security doors and windows of Resource No. 8. The building contains a total of 5 external doors and 17 windows.

Resource No. 22 may be seen in Photo #14 contained in the Additional Documentation section. It is the building in the center of the photograph.

In its historic period, Resource No. 22 was identified as the Administration Building. (See the reproduction of the 1940's layout drawing on Page 2.) The resource presently serves as Administrative Offices for the Women's Correctional Facility (Boland 1999 letter). In the late 1980's the historic Administration Building was remodeled. In the remodeling, only the north and east exterior walls were retained. (Page 18 of the Additional Documentation section contains three views of the historic Administration Building.)

Although Resource No. 22 is noncontributing, it occupies the exact same rectangular area that the historic Administration Building occupied. Therefore, it is in harmony with the original 1941 layout of grounds and buildings.

Resource No. 23:
(Noncontributing building)

The Project No. 86-08 drawing dated 9/26/86 identifies this resource as Building No. 1. It is a 178' x 48' rectangular-shaped building that is set on a concrete slab foundation. Its construction is; single story, wood frame, stucco wall, and asphalt-shingle covered gable roof.

The west (front) wall contains 6 doors and eight 5' high x 2' wide windows. One doorway is equidistant (89') from the north and south ends of the building. Three doorways are centered 4', 16' and 72' from the north end of the front wall. Between the 2nd and 3rd of these doorways are 4 windows spaced about 12' apart. On the

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south end of the front wall, one doorway is centered 17' and another is centered 76' from the end of the building. Between these doorways are 4 windows that are also spaced about 12' apart.

The east (back) wall contains 2 doorways. One is centered 42' from the north end, and the other centered 42' from south end, of the building. Between each doorway and the ends of the building are 2 windows spaced 14' apart. Between the 2 doorways are 2 pairs of windows, each window spaced 14' from its mate. The center of each pair is 19' from the center of the adjacent doorway. The windows are 2' high x 5' wide, and are positioned near the top of the wall.

Both the north and south walls of the building are solid stucco.

The external doors and windows of Resource No. 23 are all metal security type, similar in construction to those of Resource No. 8. The building contains a total of 8 external doors and 16 windows.

Resource No. 23 may be seen in Photo #14 contained in the Additional Documentation section, in the left background of the photograph.

In its historic period, Resource No. 23 was identified as Link Trainer Building. (See the reproduction of the 1940's layout drawing on Page 2.) In the late 1980's the resource was remodeled for use as a dormitory for medium security inmates (Boland 1999 letter). In the remodeling, 72' was added to the 106' original length of the building. The original 48' width did not change.

Resource No 23 is also noncontributing. However, it occupies the rectangular area* which the historic Link Trainer Building occupied and its location is in harmony with the 1941 layout of grounds and buildings.

* Plus an additional 72' of length

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Resource No. 24:
(Contributing building)

This resource is an ACC Tool Room (Boland 1999 letter). It is a 15' x 42' rectangular-shaped building that is set on a concrete slab foundation. Its construction is; single story, wood frame, stucco wall and rolled-asphalt covered flat roof.

The west (front) wall contains one doorway centered about 8' from the south end of the building and three 2' high x 4' wide windows that are spaced about 2' apart and positioned high on the wall, just under the eave. The east (back) wall is a mirror image of the west wall. The walls forming the north and south ends of the building are solid stucco. The external doors are of wood construction, and the windows contain wood sashes. The building has a total of 2 external doors and 6 windows.

In its historic period Resource No. 24 was identified as Change Room. (See the reproduction of the 1940's layout drawing on Page 2.)

Resource No. 25:
(Contributing site)

This resource is the ADC Staff & Visitors Parking Lot (Boland 1999 letter). It is a dirt lot, on both sides of the Y formed by the entrance road and the road (Resource 2) encircling the central group of the district's buildings. A low wood fence, painted white, surrounds both sections of the lot. The parking lot is a distinguishing feature of the original layout of Visalia-Dinuba School of Aeronautics. It is as prominent in today's aerial photos as it is in a similar 1943 aerial photo (see Photos #1 through #3 in the Additional Documentation section.)

Resource No. 26:
(Noncontributing structure)

A dirt road providing access from County Road 112 to Sequoia Field's hangars and parking apron was constructed in the 1950's.

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Resource No. 27:
(Noncontributing structure)

A 50' diameter x 20' high cylindrical-shaped water tank was constructed in 1992 (Boland personal interview, June 1, 1998). The tank, which supplies water to the entire historic district, is of steel construction and is set on a concrete slab foundation.

Resource No. 28:
(Noncontributing building)

This building is identified in the Project No. 86-08 drawing dated 9/26/86 as Boys Camp Living Quarters. Its floor plan is in the shape of a cross. The longest leg is 25' wide x 200' long. The shortest is 25' wide x 90' long. The resource, set on a concrete slab foundation, is of wood frame and stucco wall construction. It has a gable roof covered with asphalt shingles. The building contains 28 steel frame, security-type windows that are 2' high x 5' long. These are set just under the eaves of the roof. The building also has 6 external doors of steel construction. Two of these are double doors. At the present time Resource No. 33 is occupied by the TCSD Crime Laboratory and Evidence Storage Rooms.

Resource No. 29:
(Noncontributing building)

This building, a lavatory and restroom, was constructed in 1995 (Boland 1999 letter). The floor plan is rectangular, 18' wide x 43' long. The construction is wood frame and stucco wall, set on a concrete slab foundation. It has a gable roof covered with asphalt shingles. There are 2 steel doors at each end of the building, and it has no windows.

Resource No. 30:
(Noncontributing structure)

This structure is an 8' high concrete block wall that was constructed in the 1970's for the purpose of separating juvenile quarters from adult quarters (Boland 1999 letter). The wall may be seen in the aerial photos on Pages 3 & 4.

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Note: Following World War II, all of the land on which the historic district of Sequoia Field/Visalia-Dinuba School of Aeronautics is located became the property of Tulare County. The grounds & buildings which, during the site's historic period, were used as military living quarters and military training facilities became Sequoia Home, a county operated home for the aged. The grounds & buildings which were used for flying activities became Sequoia Field, a county operated general aviation airport. Sequoia Home grounds and buildings have, since 1970, been occupied by Tulare County Sheriffs & Probation Departments. Sequoia Field continues to be the county's only general aviation airport. Resources Nos. 1 through 30, which are described above, are all on land which became Sequoia Home following WW II. Resources No. 31 through 35, which are described below, are on land occupied by Sequoia Field.

Resource No. 31 (Contributing structure)

This structure is today, and has been since WW II, identified as the South Hangar. It is presently occupied, under lease from Tulare County, by TBM, Inc. The company owns a fleet of military aircraft that have been converted to aerial tankers and are used to fight forest and brush fires during the fire season.

The South Hangar is a rectangular structure 100' wide x 200' long. The walls are 18' high. The roof, which is semicylindrical (barrel) shaped, is 28' high at its greatest elevation. On the south side of the hangar is an abutting lean-to structure 25' wide x 200' long. On the north side is an abutting lean-to structure 37' wide x 200' long.

In the right background of Photo #3 in the Additional Documentation section is a present day aerial view of the South Hangar. Various present day views, shot from the ground, are contained in Photos #15 through #18.

At both east & west ends of the building are six 18' high x 16' wide sliding doors. These are hung on overhead steel rails. In the full-open position, virtually the entire 100' width of the hangar is open. In the full-closed position, the opposite is

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true. When in the full open position, the doors nest in 18' high x 20' wide x 3' deep, flat-roofed enclosures that are on both sides of each end of the hangar. The enclosures extend 10' beyond the hangar walls at each end of the structure.

The very shallow-pitched sloping roof of the south side lean-to abuts the south wall of the hangar at a height of 12'. Above this height, and up to just below the roof, the hangar wall is solid windows, for its entire length. There are 128 three foot square, wood sash, single pane windows in this wall. In the south wall of the south side lean-to there is a wood-construction double door centered 15' from the west end of the lean-to. Between this door and the west end of the lean-to wall are 4 wood sash, double hung, vertically sliding, single pane windows. On the other side of the double door are an identical set of 4 windows. Adjacent to the second set of windows is a second wood-construction single door. The remainder of the wall is solid stucco, as are the walls at the east and west ends of the lean-to.

The shallow-pitched sloping roof of the north side lean-to also abuts the north wall of the hangar at a height of about 12', and the wall above this height also contains 128 windows identical to those in the opposite wall of the structure. At the west end of the north side lean-to there is a 14' square recess for the base of the adjoining control tower structure. There are 3 cant-bay windows in the north wall of the north side lean-to. The canted windows are 6' square, wood sash and single frame. The bay windows are 6' high x 8' wide. The latter are also wood sash, single frame windows. The bays are centered 25', 65' and 100' from the east end of the north wall of the lean-to. All of the other windows in the north wall of the lean-to have 4' square wood frames containing 6 panes separated by wood sashes. There are 3 wood-construction doors and 22 of the 4' square windows in north wall of the north side lean-to. The walls at east and west ends of the lean-to are solid stucco.

The north and south walls of the South Hangar have a total of 6 external doors and 295 windows. At the east and west ends of the structure are 12 sliding doors (6 at each end).

The South Hangar is set on a concrete slab foundation. It is of wood frame construction, with stucco walls. The lean-to roofs and the sliding door enclosure roofs are covered with rolled asphalt. The hangar roof is constructed from galvanized iron. It is supported by arch-shaped, wood trusses.

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In its historic period, Resource No. 31 was one of two hangars in which maintenance work was done on a fleet of about 100 training aircraft that were used to teach U. S. Army Aviation Cadets to fly.

The Motor Pool and the Carpenter Shop were housed in the south side lean-to. The former, located at the east end of the lean-to, occupied 80 % of the floor space.

The Parachute Room, where parachutes were inspected and repacked, was in the west end of the north side lean-to. Just east of this room, was the Flight Instructors Lounge, and next to it the Flight Instructors Office. A Pilot Ready Room occupied the half of the lean-to on its east end. In this room flight assignments were made to Aviation Cadets by the Dispatcher.

Resource No. 32 (Contributing structure)

This structure is also identified, as it was in its historic period, as the Control Tower. It is presently empty, a condition which has existed since World War II. Various views of the present day resource may be seen in Photos #15 through #18 of the Additional Documentation section.

The tower is a wood frame and stucco wall structure that has a 14' square base, a height of 35', and is set on a concrete slab foundation. It has a sloped turret roof, with a very shallow pitch. The roof is constructed from galvanized iron. At the top of the tower is a modified-octagon-shaped observation room containing windows that provide a 360 degree view of the countryside. The room contains four 5' high x 8' wide wooden window frames that face north-east, south-east, south-west and north-west directions. An additional three wooden window frames that are 5' high x 3' wide face north, east, and west directions. A wooden door frame that is 8' high x 3' wide faces south. The 8' wide window frames contain 4 panes of glass set in wood sashes. The 3' wide window frames contain 2 panes of glass set in wood sashes. All of the panes are in casement windows which crank open and closed. The door contains 8 wood sash, single pane, fixed windows.

Resource No. 32 contains a total of 22 windows and one glass door.

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In its historic period air traffic was controlled from the observation room at the top of the tower by flashing red and green lights aimed at the cockpits of the aircraft that were taxiing, taking off and landing. During this period, on the exterior of the structure, was a half-turn wood-construction stair and landing that led upward to an external outdoor observation deck that was also constructed from wood. The inside of the tower, below the observation room, was used as a loft in which parachutes were hung during the inspection and repacking process.

Resource No. 33:
(Contributing structure)

This resource is presently being used as the administrative offices for TBM, Inc. Various views of it may be seen in Photos # 15 through #18 of the Additional Documentation section. In its historic period, it was identified as the Flight Office. (See layout drawing on Page 2.) The structure is 2 story, wood frame, with stucco walls that are 22' in height. The foundation is cement slab. The shallow-sloped gable roof is covered with rolled asphalt.

The resource's 1st story floor plan is rectangular, 25' long x 20' wide. The 2nd story is cantilevered out 5' in a north-east direction. This story has a 25' square floor plan. Seven 5' square, single pane, fixed windows span the front (north) wall of the 2nd story and extend around the corners at both cantilevered ends of the structure. Above these windows are seven 1-1/2' high x 5' long awning windows containing 2 panes each. The windows have a top hinge, allowing them to swing open. All of the window sashes are constructed from wood.

On the 1st story, near the top of the north (front) wall, and just below the cantilevered portion of the 2nd story, are three awning windows identical to those described above. There is also a set of 3 of these awning windows, at the same elevation, in the south (back) 1st story wall; plus a set of 3 in the 2nd story of the back wall, just below the roof. An outside, wooden stair case is attached to the back wall. It leads up to a wooden landing that is attached to the 2nd story east wall. Access to the 2nd story is via a wooden door in the east wall. This door opens onto the landing. Access to the 1st story is via an identical door directly below the 2nd story door. There are no windows in the side (east & west) walls of the structure.

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The structure contains a total of 23 windows and 2 doors.

Pages 18 & 20 of the Additional Documentation section contain various historic views of Resource No. 31 (the South Hangar), Resource No. 32 (the Control Tower), and Resource No. 33 (the Flight Office).

Resource No. 34:
(Contributing structure)

This structure is also identified, as it was in its historic period, as the North Hangar. The north-west corner of the resource is presently occupied by Vitale Aircraft Maintenance Co., a small firm that does maintenance work on general aviation aircraft. The remaining space in the hangar is rented by Tulare County to local owners of general aviation aircraft.

The floor plan, configuration and construction of the North Hangar is virtually identical to that of the South Hangar, including the lean-to structures on the north and south sides. A present day view of Resource No. 34 may be seen in Photo # 19 of the Additional Documentation section. The structure on the right hand side of Photo #20 is another present day view of this resource. (Note: Photo #21, shot in 1943, is a view similar to that contained in Photo #20. Also, Page 23 of the Additional Documentation section contains an historic view of Resource No. 34.)

The following are the only differences in the North & South Hangars (Resources No. 34 & 31):

- (1) A 140' long x 20' wide annex was added to Resource No. 34's south side lean-to in the 1980's. The annex has a shallow-pitched sloping roof that is an extension of the roof of the lean-to. It is set on a concrete slab foundation, is of wood frame construction and has stucco walls, plus rolled asphalt roof covering. Only the south wall of the annex has doors and windows. In the east end of the wall, there are two sets of 3 each metal frame windows, 2' high x 5' long. The windows are positioned just below the eave of the roof. The two sets are separated by a 10' wide metal door. In the west end of the annex wall is a 5' wide metal door.

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- (2) There are 2, rather than 3, cant-bay windows in the north wall of north side lean-to. These are centered 25' & 65' from the west end of the lean-to. Otherwise, the configuration and construction details are the same as those described in the discussion of Resource No. 31.
- (3) There is no 14' square recess in the north side lean-to for an adjoining structure (such as the tower adjoining the north side lean-to of Resource No. 31).
- (4) The west wall of the north side lean-to contains two 4' square wooden window frames, each with 6 panes of glass separated by wood sashes (rather than being solid stucco).
- (5) The north wall of the north side lean-to contains 4 (rather than 3) wooden doors.

The north and south walls of the North Hangar have a total of 9 external doors and 300 windows. At the east & west ends of the structure are 12 sliding doors (6 at each end).

In its historic period, Resource No. 34 was the second of two hangars in which maintenance work was done on training aircraft.

The Weld Shop occupied a 25' long room in the west end of the south side lean-to. Army Supply was housed in the remainder of the lean-to.

A Pilot Ready Room occupied the west half of the north side lean-to. In the remainder of the lean-to were stock rooms.

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Resource No. 35:
(Contributing structure)

Resource No. 35 is the Runway & Parking Apron of Tulare County's general aviation airport, Sequoia Field. The entire area covered by this resource is paved asphalt. Crop-duster aircraft, small civilian-owned general aviation aircraft and multi-engined water tanker aircraft regularly use the airport.

Page 32 contains a reproduction of a portion, titled "SEQUOIA FIELD", of the 1941 general plan drawing for Visalia-Dinuba School of Aeronautics. (A copy of this drawing is contained on Page 3 of Section 10.) In the reproduction on Page 32, the present day boundaries of Resource No. 35 are outlined by the solid red line. The dotted green line outlines the perimeter of portions of the historic Runway & Parking Apron that no longer exist. These areas are presently being cultivated by Tulare County Adult Correction Center honor farm inmates. The food produced is consumed at the Adult Correction Center and nearby Bob Wiley Detention Center, reducing per meal cost to about two-thirds of the statewide average for similar institutions (Visalia Times-Delta, May 21, 1996).

List of Acronyms

ACC.....Adult Correction Center

TCSD.....Tulare County Sheriffs Department

DITCH

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W 1/2 SEC 18 T. 17 S. R. 25

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NPS Form 10-900-a
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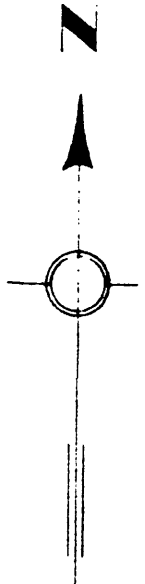
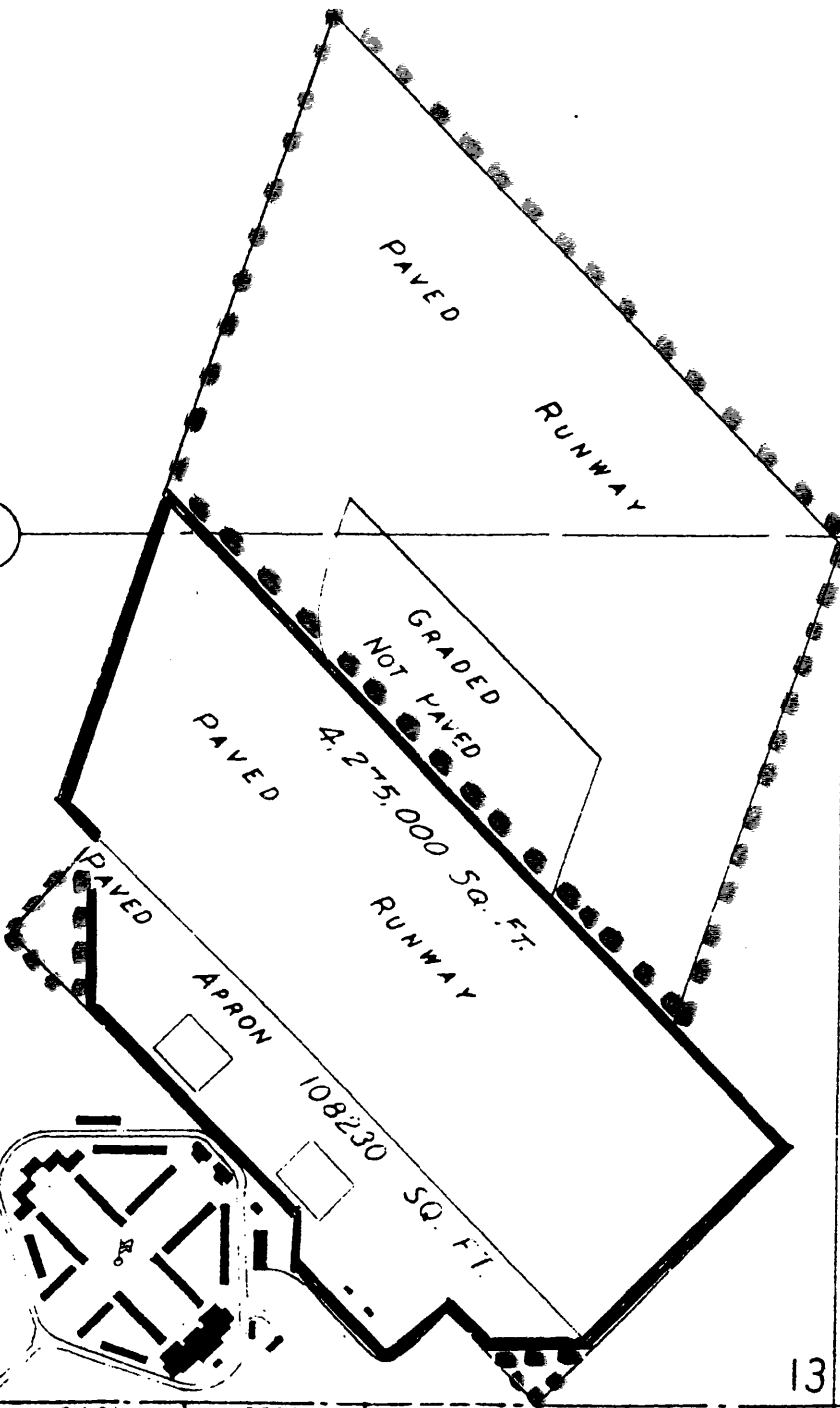
United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 32

Frank R Blair
COUNTY HIGHWAY
PAVED

13



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A. Rea 3/4
red Smith 1/4

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330	LEASED
	547
	332

Frank R Blair

SEQUOIA FIELD

(BASE FIELD)

SCALE: 1" = 600'

Edna E. I



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Section number 8 Page 1

NARRATIVE STATEMENT OF SIGNIFICANCE:

Summary: Historical Significance of the District

In 1939 World War II commenced in Europe with Germany's invasion of Poland. In that year, the U. S. Army assessed its capacity to train pilots and found it fell far short of an anticipated need for 100,000, should this country be drawn into the conflict. In response to this challenge a program was established under which civilian-operated schools would provide the first phase of training to the Army's student pilots.

Throughout the country, 62 of these civilian schools were created. Twelve were located in California, more than in any other state. Today, the only one of these 12 with a high degree of historic integrity is Sequoia Field/Visalia-Dinuba School of Aeronautics. The district's history speaks to an emergency program that taught virtually all of the pilots in the fledgling United States Air Force to fly, when it became a separate branch of our armed forces in 1947.

WW II Emergency Program for Training U. S. Army Pilots

During World War II, contracts were awarded by the United States Army to individuals experienced in the operation of civilian flying schools. These contracts called for the expansion of existing schools or the creation of new schools that would teach Army personnel the fundamentals of piloting fixed wing aircraft. The schools were required to provide living quarters, class rooms, military and physical training facilities plus air fields. Typically, the schools consisted of a home base, complete with all of the above, plus 4 or 5 auxiliary air fields used only in daylight hours for take-off and landing exercises.

Sixty-two of these WW II schools were located in 15 different states, most of which were in the sun belt region. Twelve, the largest number in any single state, were located in California. Today, Sequoia Field/Visalia-Dinuba School of Aeronautics is probably the best preserved of the 62 schools created under this emergency program.

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Although some schools were in existence when the war began, most were constructed new, from ground up. The latter was true for three-quarters of the California schools, including Sequoia Field/Visalia-Dinuba School of Aeronautics... which was constructed from bare, uncultivated land in a 3-month period during the summer of 1941. The general plan drawing for the school (see Page 3 of Section 10) is titled "Visalia-Dinuba School of Aeronautics, Visalia, California". A base field and five auxiliary fields are shown in the general plan drawing. Each field has a name. The base field is identified as Sequoia Field.

A second 1940's drawing, reproduced on Page 2 of Section 7, shows the layout of the grounds (other than the air strip itself) and buildings within the boundaries of the school and its base field. This is titled "Visalia-Dinuba School of Aeronautics", with no reference to Sequoia Field.

In local newspaper articles printed during WW II, the institution was referred to variously as "Sequoia Field", "Visalia-Dinuba School of Aeronautics", and "Sequoia Field (Visalia-Dinuba School of Aeronautics)". Most of the individual class books printed for each cadet graduation identified the institution as "Sequoia Field", but at least one identified it as "Visalia-Dinuba School of Aeronautics". Thus, within the historic boundaries of the institution were grounds and buildings variously identified as described above.

Basic Mission

The basic mission of the World War II civilian operated schools was to provide primary flight skills to neophyte Aviation Cadets in 9 short weeks. Total student capacity of a typical school was about 700. At any given time, half of the students were lower classmen, who were required to solo within 10 hours of flight instruction in order to remain in the program; and half were upper classmen, who had to demonstrate basic flying proficiency to an Army check pilot after 40 hours of total flight time in order to graduate (after an additional 25 hours). One class flew mornings, while the other was in ground school or physical training. In the afternoon, the order was reversed.

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California Schools

Eleven of the 12 WW II U. S. Army Civilian pilot schools that were located in California have seen much more change with the passage of time than the Visalia school has.

The schools at Hemet, King City, Ontario, Oxnard and San Diego have become modern airports, equipped with the facilities, systems and staffs required to accommodate today's aircraft (1998 interviews with Dougherty, Jenkins, Solt and Turk). The San Diego site retains the least number of original school buildings, and the Ontario site retains the most. Not long after the attack on Pearl Harbor, San Diego was declared a critical war zone and its Army civilian flying school was moved to Arizona. Only the school's original administration building remains standing today (Solt 1998 interview). At the Ontario school aerial photos taken in 1942 and 1996 show that possibly half of the original buildings and structures are still standing. These photos also show, however, that the many new buildings and structures within the school's historic boundaries tend to obscure the presence of the originals. Also, the current development plan for the airport calls for preservation of only the 4 original hangars (Jenkins 1998 interview).

Just as at the Visalia school, the country surrounding the Dos Palos school is still agricultural, as it was in WW II. Similarly, the runways have not been improved and there are no landing lights, radar or air traffic control facilities at the field. Also, the field still sees limited use by propeller-driven aircraft (Baird 1995 site visit). However, only one hangar and a few other original buildings remain (Wilson 1998 letter). The current circumstances at the Tulare school are much the same as those at the Dos Palos school, with only one hangar and a few other original buildings still standing. At the Tulare school, however, no aircraft have been able to fly in and out of the field for many, many years (Baird 1995 site visit). The historic boundaries of both schools are on land that is presently private, rather than government, property.

The Army civilian pilot school at Santa Maria was originally founded in 1926 as the Hancock College of Aeronautics (Wiener, 1945). Since 1954 the school's buildings have been occupied by a community college, and only one row of original buildings still stands. These buildings have been declared unsafe and are soon to be torn down. Nothing remains of the air field. (The post-war information on the Army

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civilian pilot school at Santa Maria was obtained from the Curator of the Santa Maria Valley Historical Museum. See Chenoweth 1998 interview.)

For a time after WW II the facilities of the Army civilian pilot school at Blythe were also occupied by a community college (Solt 1998 interview). Later, the land and buildings passed into private ownership. The runways are no longer suitable for air field use. The hangars still stand, as do many of the school's buildings, but some of the latter are in very bad shape. All of the existing buildings are behind a chain link fence, on 116 acres of property that is currently up for sale. (The information on the present status of the Army civilian pilot school at Blythe was obtained from the current owner of the property on which the site was located. See Byron 1998 interview.)

The historical boundaries of the Army civilian pilot school at Twenty Nine Palms are within current boundaries of a United States Marine Corps base. Only the original administration building still stands, and the runways are no longer in use (Carrol 1998 interview).

None of the original facilities of the Army civilian pilot school at Lancaster remain in existence today. Currently within the historic boundaries of the school are a county prison, a state prison and a hospital. All of the buildings within these boundaries have been constructed since WW II. (The information on the present status of the Lancaster school was obtained from a prominent Lancaster area aerial photographer whose studio is near the school's historic site. See Stubbings 1998 interview.)

Of the 12 Army civilian pilot schools that existed in California during World War II, only Sequoia Field/Visalia-Dinuba School of Aeronautics retains today a substantial amount of historic integrity.

Period of Significance

Sequoia Field/Visalia Dinuba School of Aeronautics commenced training U. S. Army pilots at the beginning of October, 1941; two months before the December 7th attack on Pearl Harbor (Visalia Times-Delta, September 18, 1941, November 4, 1941). The program ended in October, 1944 (Visalia Times-Delta, October 27, 1944).

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Statement of Significance

Although it was "born" in 1947, the United States Air Force, the 3rd branch of our armed forces, can trace its roots back to 1907 when the U. S. Army Signal Corps established an Air Division (Coffey, 1982). Just four years earlier the Wright Brothers had made the world's first airplane flight at Kitty Hawk, North Carolina. In 1909 the Air Division awarded to the Wrights a \$30,000 contract to build the Army's first airplane (Coffey, 1982). Two years later two Army officers, 2nd Lieutenants H. H. "Hap" Arnold and Thomas DeW. Milling, were taught to fly at the Wright Brothers Dayton, Ohio factory. At only one other period in its entire history did this branch use civilian instructors to train its pilots to fly. This was during World War II.

With 15 hours of air time, Arnold and Milling were issued certificates as U. S. Army Aviators Number One and Two, and sent to College Park, Maryland to become instructors at the opening of the first U. S. Army flying school. Training began in the summer of 1911. All of the school's student pilots were officers (Coffey, 1982). "Hap" Arnold became Commanding General of the World War II U. S. Army Air Force (USAAF), and has since become widely recognized as the "father" of today's United States Air Force.

In 1913 the U. S. Army Signal Corps opened its 2nd and 3rd flying schools; at Rockwell Field, San Diego, California and Randolph Field, San Antonio, Texas (Coffey, 1982). Instructors and students at these schools were Army officers. After World War I began in 1914, more of these fields were opened.

After entry of the United States into the war, the Signal Corps initiated a program to train as pilots, personnel drawn from the Army's enlisted ranks or recruited from civilian life. The students were given the rank of Flying Cadet. The first phase of the program was ground school. On the West Coast, a U. S. Army Signal Corps School of Military Aeronautics was established at U. C. Berkeley and became a cadet ground school. After completing ground school, the cadets were sent to Rockwell Field, San Diego for the initial phase of flight training; and then to March Field, Riverside, California for the final phase. Upon completion of pilot training, the cadets received commissions as 2nd Lieutenants (Baird, Earl L., Signal Corps Book of Flight Records, 1918 & 1919). The flight instructors at Rockwell and March Fields (and at other Signal Corps flying schools) were Army officers.

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Between the end of World War I in 1918 and the outbreak of World War II in 1939, Army officers were trained as pilots at Army flying schools; including Rockwell and March Fields in California; Randolph, Brooks and Kelly Fields in Texas; and others. The flight instructors at these fields were Army personnel. When WW II began, the training capacity of the Army schools was 750 pilots per year. In anticipation that the U. S. might be drawn into the war, the Army made an assessment of its future requirements. When this indicated that it would need 100,000 pilots, the Army recognized that the existing system had to be changed (Coffey, 1982).

H. H. "Hap" Arnold, is credited with conceiving the expanded WW II pilot training program under which virtually all of WW II's USAAF pilots were initially taught to fly by civilian owned and operated flying schools (Wiener, 1945). Under the expanded program, most trainees were recruited from the Army's enlisted ranks or from civilian life. Upon entering the program trainees were given the rank of Aviation Cadet. Preflight, Primary, Basic and Advanced were the four stages of the program. In Preflight the cadet received basic military training and completed fundamental academic courses at one of three Army bases located in California, Texas and Alabama. Primary flight training was received at a civilian owned and operated school, where the flight instructors were civilian pilots. The cadet's Basic and Advanced flight training occurred at Army schools, where the instructors were Army officers.

Sequoia Field/Visalia-Dinuba School of Aeronautics was one of 62 civilian owned and operated schools established under the WW II program. The first nine of these institutions were founded in the summer and fall of 1939 (Wiener, 1945).

Sequoia Field/Visalia-Dinuba School of Aeronautics commenced training pilots in the fall of 1941. The founders and operators of the institution were a man and wife team, Lloyd and Gladys O'Donnell, one of the most famous aviation couples in the U. S. in the 1930's. Lloyd was a '20's and '30's civilian flying school operator and pioneer developer of glider towing methods that were later used in WW II, while Gladys was a top woman racing pilot of that period, and winner of a host of races, including the 1937 Amelia Earhart Memorial Trophy Race (Baird, 1997).

The school's site, nine miles north of the city of Visalia (see maps in Section 10, Pages 2 through 4) was selected by the founders and a team of local political and civic

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leaders. The location was considered ideal because the area was isolated and rural, the geography was flat, and the climate provided a high percentage of flyable-weather days a year (Bringhurst, 1997).

The Army's civilian pilot training schools were operated on the basis of carefully crafted contracts signed by the respective owners and the War Department. Each owner agreed to furnish flying fields, barracks, classrooms, mess halls and other facilities required for training. The Army provided aircraft and aircraft support equipment, flight gear (e.g. winter and summer flight suits, helmets & goggles, parachutes, etc.) plus text books and other educational materials. The Army was authorized to maintain constant supervision of the school. In return, the contractor was paid \$1,170 for each Aviation Cadet successfully graduated from this first phase (Primary) of his flight training. The contractor was also paid for Aviation Cadets who "washed out" of the program at a rate of \$18 for each hour of training received (Bringhurst, 1997).

At the inception of its civilian pilot training program in 1939, the Army established a goal of training 1,200 pilots a year. As battle results became grimmer and grimmer, in the early days of WW II, this goal was progressively raised; until it peaked in October, 1942 (10 months after the Japanese attack on Pearl Harbor) at a goal of training 102,000 pilots per year by the end of 1944 (Miller, 1989). By the time hostilities ceased, approximately one-quarter million Army pilots had been trained.

Six-to-eight thousand Army pilots were taught to fly at Sequoia Field/Visalia-Dinuba School of Aeronautics. These men fought all over the world, in all of the major battlefields of WW II...Southeast Asia, Asia, Africa, Europe and Alaska. There is no record of how many never returned home, or how many decorations were received...but one, Captain Darrell R. Lindsey, posthumously awarded the Congressional Medal of Honor, is in the Hall of Honor in the United States Air Force Museum in Dayton, Ohio. Many became fighter pilot aces, and some returned to combat in the wars in both the Korean and Viet Nam. Large numbers made the United States Air Force a career. At least two reached the rank of Major General, and a third was awarded four stars before retirement as Commanding Officer of the Air Logistics Command (Bringhurst, 1997).

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In 1947 the United States Army Air Force became a separate branch of the armed forces and was renamed the United States Air Force. At that time, most of the pilots in this newest branch had received their Primary flight training in civilian schools typified by Sequoia Field/Visalia-Dinuba School of Aeronautics.

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Interviews

Boland, L. (Sgt., Tulare County Sheriffs Department Vocational Training Center, which currently occupies the grounds & buildings within the historic boundaries of Visalia-Dinuba School of Aeronautics). Telephone interview, 11 May 1998. Personal interview, 1 June 1998.

Byron, K. (Current owner of the property within the historic boundaries of the Army civilian pilot school at Blythe, California). Telephone interview, 7 May 1998.

Carrol, J. B. (Former flight instructor at the Army civilian pilot school at Twenty Nine Palms, California). Telephone interview, 6 May, 1998.

Chenoweth, R. (Curator of Santa Maria Valley Historical Museum, Santa Maria, California, which retains historical items on the Army civilian pilot school at Santa Maria, California.) Telephone interview, 5 May 1998.

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Interviews (Continued)

Dougherty, T. (Manager of Oxnard Airport, which presently occupies the property within the historic boundaries of the Army civilian pilot school at Oxnard, California). Telephone interview, 6 May 1998.

Guinn, Tom (Farm Manager, Tulare County Sheriffs Department). Personal interview, 1 June 1998

Jenkins, J. (Maintenance Supervisor of Chino Airport, which presently occupies the property within the historic boundaries of the Army civilian pilot school at Ontario, California). Personal interview, 7 May 1998.

Solt, M. (Curator of Ryan School of Aeronautics Museum, which occupies one of the original buildings within the historic boundaries of the Army civilian pilot school at Hemet, California). Telephone interview, 27 April 1998.

Stubbings, F. (Prominent Lancaster, California aerial photographer and owner of Stubbings Studios located near the historic site of the Army civilian pilot school at Lancaster, California). Telephone interview, 5 May 1998.

Stubbs, K. (Current employee of TBM, Inc., which presently leases the Sequoia Field South Hangar from Tulare County). Telephone interview, 16 May, 1998.

Stubbs, N. (Current employee of TBM Inc.) Telephone interview, 5 June 1998.

Turk, F. (Owner of Classic Aircraft Company, which occupies a building within the historic boundaries of the Army civilian pilot school at King City, California). Telephone interview. 5 May, 1998.

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Site Visits

Baird, B. L. (Individual who prepared the Sequoia Field/Visalia-Dinuba School of Aeronautics National Register of Historic Places Registration Form). Site visits to the Army civilian pilot schools at Dos Palos, Hemet, Ontario, Tulare and Visalia, 1995 through 1998.

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Section 10 Page 1

Sequoia Field, Tulare County, CA

Verbal Boundary Description: The boundaries are shown on the enclosed map.

Justification: The boundaries encompass the historic airfield to the extent that it retains its historic appearance. Areas outside the boundaries have been converted to other uses, primarily agricultural.

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National Park Service

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Section 10 Page UTMs

Sequoia Field, Tulare County, CA

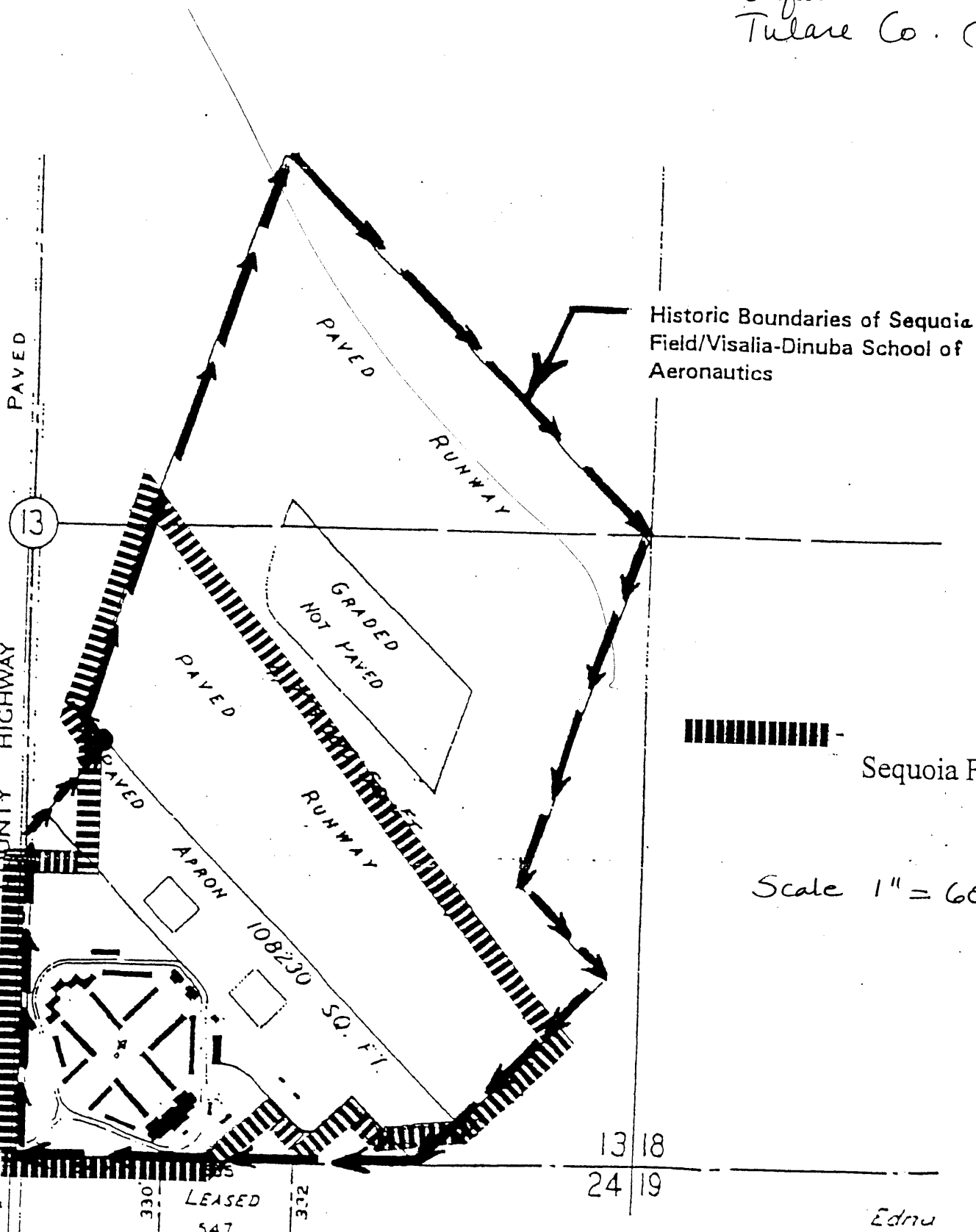
UTM references:

Zone 11

1. 292090 4036290
2. 292510 4035550
3. 291900 4035420
4. 292000 4036000

SEQUOIA FIELD NOMINATION
 36 CFR Sec. 60.6 (t)

*Sequoia Field
 Tulare Co. CA*

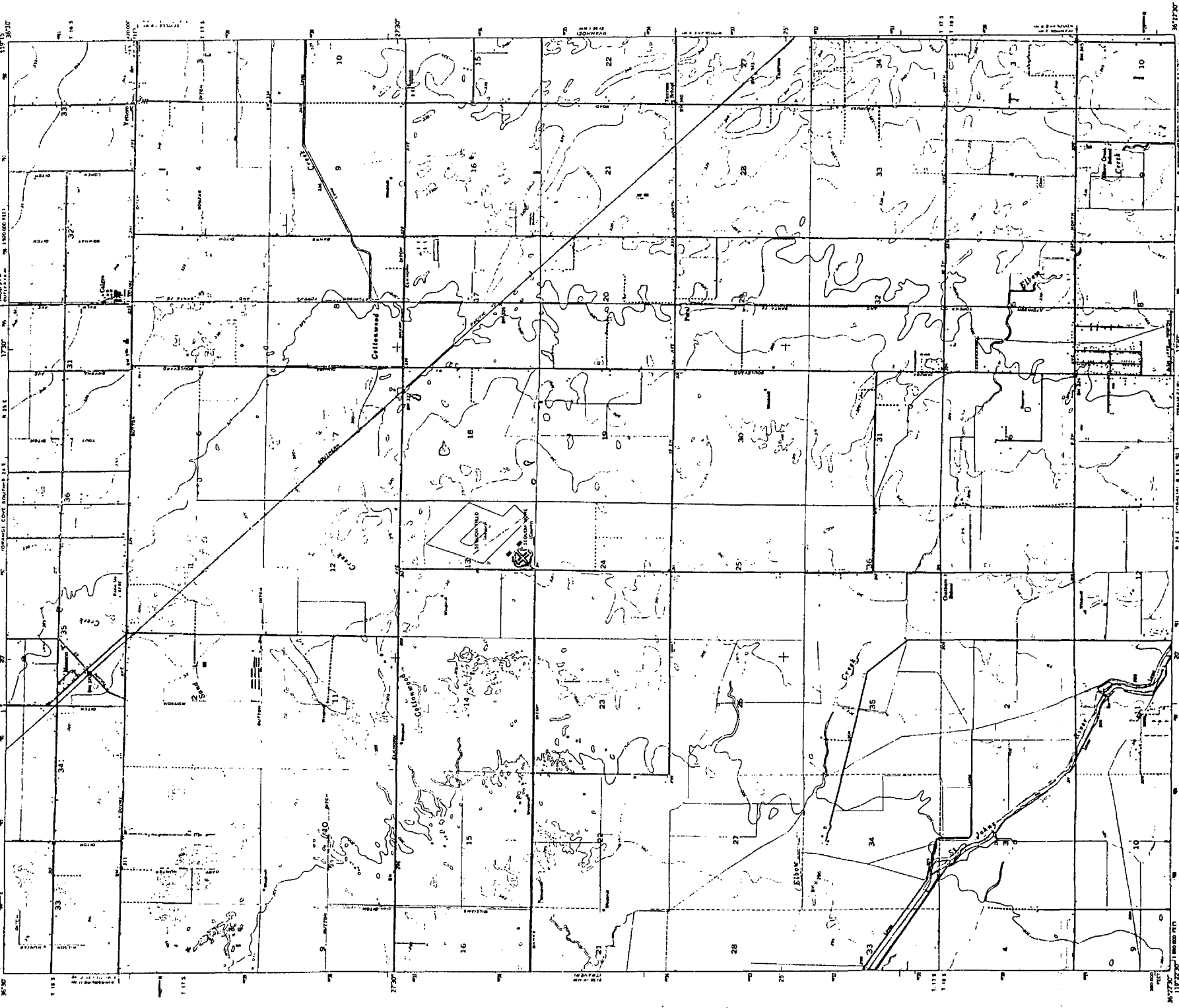


Proposal For
 Sequoia Field Nomination
 36 CFR 60.6 (t)

Scale 1" = 600'

SEQUOIA FIELD
 (BASE FIELD)

Frank R. Blain



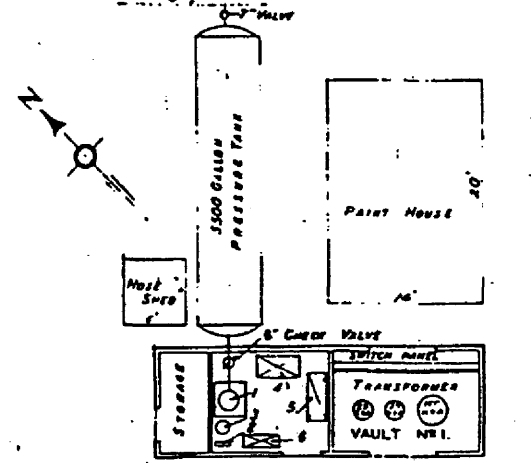
Mapped, edited, and published by the Geological Survey
Control by USGS and USGMS
Checked and changed with some corrections by multiple methods
Magnitudes by planimetric methods 1940 and 1941
10,000-foot grid based on California coordinate system.
Dashed lines indicate approximate location
1000-meter Universal Transverse Mercator grid lines.
Scale 1:24,000
Vertical datum: Mean Sea Level
Horizontal datum: North American Datum of 1983
Projection: UTM
Zone: 10N
Spheroid: WGS 84
Datum: NAD 83

SCALE 1:24,000
CONTOUR INTERVAL 5 FEET
GRID IS WITHIN 5 FEET
ROAD CLASSIFICATION
Major Artery
Minor Artery
Unimproved Artery
Light Artery
State Road

INVERSIDE BLUEPRINT
425 W. UNIVERSITY AVENUE
SANTA ANA, CALIF. 92701
(714) 835-0000

MONSON, CALIF.
7.5 MINUTE SERIES
MAPS 24-10115-2-2
1949
AND THE 1:25,000 SERIES 1949

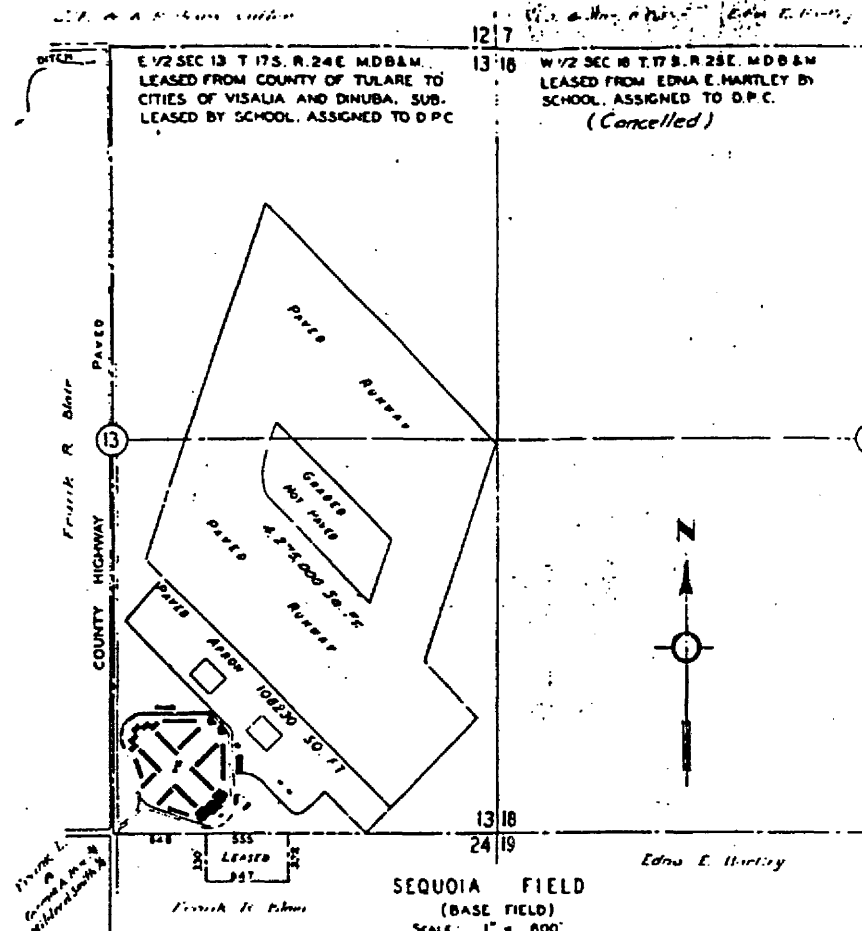
Map 1. Location of Sequoia Field/Visalia-Dinuba School of Aeronautics on the USGS map of the Monson Quadrangle, Tulare Co., California



SOUTH PUMP HOUSE & TRANSFORMER VAULT NO. 1
SCALE: 1/8" = 1'-0"

EQUIPMENT

- 6" 700 G.P.M. AUTOMATIC DEEP WELL TURBINE "POMONA" PUMP SERIAL NO. A-2832 WESTINGHOUSE LINESTART, TYPE CS, INDUCTION MOTOR 30 H.P., 3 PHASE, 60 CYCLE, 220/440 VOLTS, 1750 R.P.M. SERIAL NO. 107M2526. WELL 12" CASING 180 FT. DEEP.
 - WALLACE TIERNAN HYPOCHLORINATOR SERIAL NO. M-1524.
 - 20 GALLON CHLORINE SOLUTION CONTAINER.
- NOTE:
ELECTRIC SWITCHES ON TRANSFORMER PANEL.
- "WORTHINGTON" AIR COMPRESSORS, 6 1/2" X 3 1/2" X 4" SERIAL NO. 55217-U.S. MOTOR 10 H.P., CODE 8, TYPE SC, 220/440 VOLT, 3 PHASE, 60 CYCLE, R.P.M. 1800, 1 1/2 H.P. A.C. MAGNETIC SWITCH, 220 VOLT, 3 PHASE.
 - 6.5' X 2' - 200 LB. PRESSURE TANK.
 - "INCOEROL" RAND AIR COMPRESSOR, 4" X 2 1/2" X 2 1/4" TYPE 30, MODEL NO. 242D3, SERIAL NO. 39344-G.C. 3 H.P. MOTOR, TYPE K, CODE J, 60 CYCLE, 220/440 VOLTS, MODEL NO. 3K225D10, SERIAL NO. GW4738, R.P.M. 1725, TANK 1.5' X 5' - 200 LB. PRESSURE.

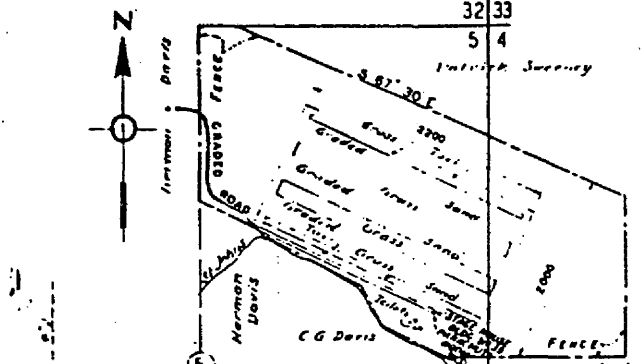


SEQUOIA FIELD (BASE FIELD)
SCALE: 1" = 800'

EQUIPMENT

- "ONAN" ELECTRIC PLANT, MODEL NO. W35; AC-15 VOLTS, 3000 WATT, 10 AMPS; DC-15 VOLTS, 150 WATT, 10 AMPS, RPM 1200, GEN. NO. 25530.
- CYLINDER WATER COOLED GAS ENGINE.
- 1" CENTRIFUGAL PUMP 3/4" ELECTRIC MOTOR, TYPE KC WELL-A-5, DOE FIELD, 8" CASING 100 FT. DEEP WELL-A-6, CHAPMAN FIELD, 8" CASING 56 FT. DEEP.
- 2" DIAMETER 5" HIGH PRESSURE TANK.
- ELECTRIC PANEL:
 - 1 PRESSURE SWITCH
 - 1 STARTER SWITCH FOR GASOLINE ENGINE
 - 2 POLE, 60 AMP FUSED CUTOFF SWITCH
 - 4 CIRCUIT MULTI-BREAKER
 - 2 CIRCUIT, 30 AMP FUSE BOX.

UTILITY HOUSE 2
A-5 DOE FIELD & A-6 CHAPMAN FIELD
SCALE: 1/8" = 1'-0"

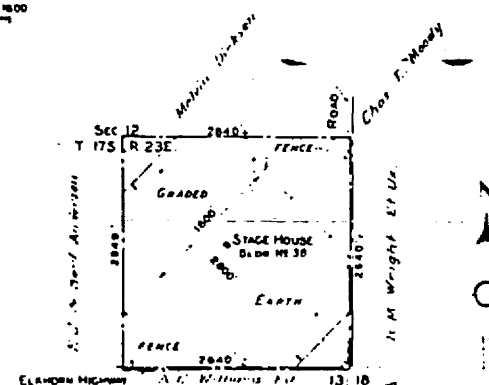


A-7
PORTION OF SEC. 5, T. 18 S., R. 27 E., M.D.B. & M.
SCALE: 1" = 800'

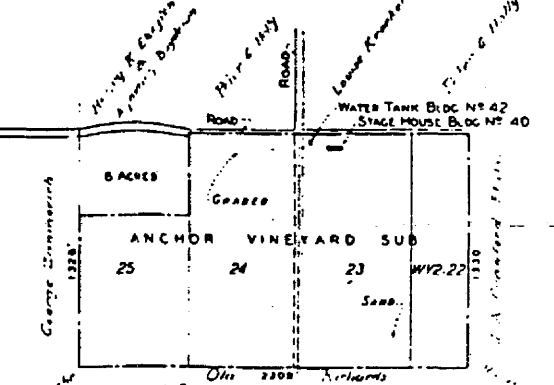
BLDG. NO. 5 - PUMP HOUSE
SCALE: 1/8" = 1'-0"

EQUIPMENT

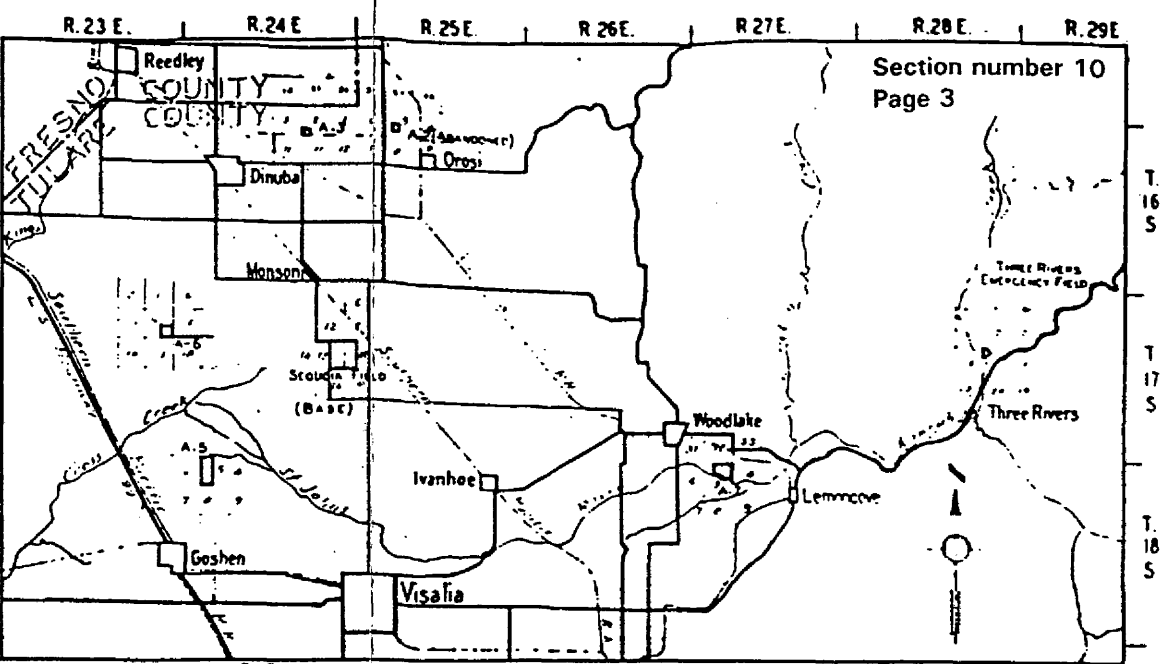
- 6" 750 G.P.M. AUTOMATIC DEEP WELL TURBINE "POMONA" PUMP, SERIAL NO. A2881, "JOHNSON" GEARHEAD-RATIO 11, MODEL NO. 3945, SERIAL NO. 7319, 44 H.P. @ 1750 R.P.M. WESTINGHOUSE LINESTART, TYPE CS, INDUCTION MOTOR 30 H.P., 3 PHASE, 60 CYCLE, 220/440 VOLTS, 1750 R.P.M. SERIAL NO. 107M2526, STYLE 1078638, 3 POLE, 200 AMP, FUSED CUTOFF SWITCH. WELL 12" CASING 145 FT. DEEP.
- "FORD" V-8 GASOLINE ENGINE COMPLETE WITH AUTOMATIC STARTER ETC.



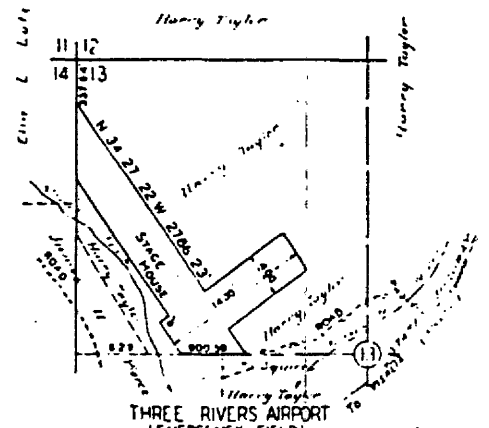
CHAPMAN FIELD A-6
N 1/2 SEC 12, T. 17 S., R. 23 E., M.D.B. & M. LEASED FROM MABEL ARRINGTON & OLIVE CLARK BY SCHOOL, ASSIGNED TO D.P.C.
S 1/2 SEC 12, T. 17 S., R. 23 E., M.D.B. & M. LEASED FROM MARY L. CHAPMAN BY SCHOOL, ASSIGNED TO D.P.C.
SCALE: 1" = 1000'



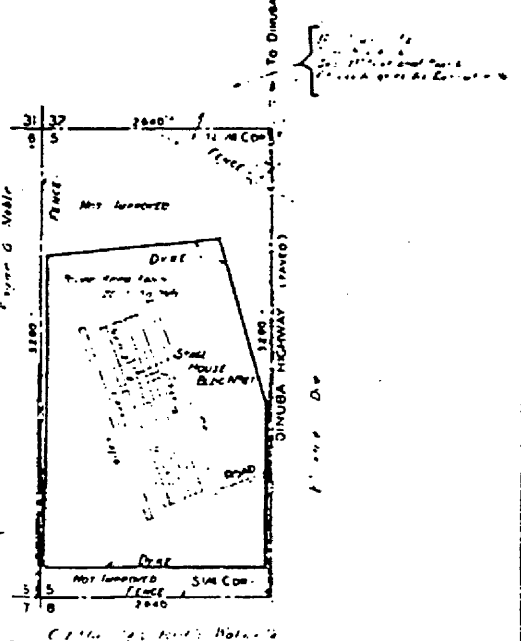
A-3 ANCHOR VINEYARD FIELD
LOTS 23, 24, & 25, EXCEPT IN 8 ACRES IN LOT 25, ANCHOR VINEYARD SUB IN SEC. 2, T. 16 S., R. 24 E., M.D.B. & M. LEASED FROM CAPITAL CO. TO SCHOOL.
W 1/2 LOT 22, LEASED FROM J. A. L. S. M. CRAWFORD BY SCHOOL, ASSIGNED TO D.P.C.
SCALE: 1" = 500'



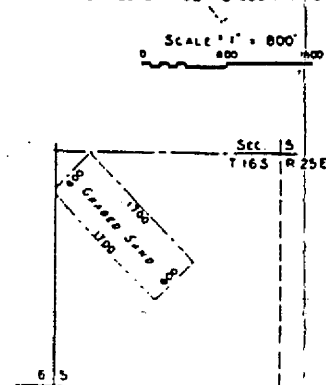
VICINITY MAP
SCALE: 1" = 1 MILE



THREE RIVERS AIRPORT (LEMEK FIELD)
OWNED BY TULARE COUNTY, CALIF.
SCALE: 1" = 800'



A-5 DOE FIELD
W 1/2 SEC. 5, T. 18 S., R. 24 E., M.D.B. & M. LEASED FROM FLORENCE M. DOE, ASSIGNED TO D.P.C.
SCALE: 1" = 1000'



A-2 OROSI FIELD (ABANDONED)
PORTION SW 1/4 SEC. 5, T. 16 S., R. 25 E., M.D.B. & M.
SCALE: 1" = 1000'

REVISIONS		
DATE	DESCRIPTION	BY

RECONSTRUCTION FINANCE CORPORATION
DEFENSE PLANT CORPORATION

CONTRACT PILOT SCHOOLS
PLANCOR 452
VISALIA-DINUBA SCHOOL OF AERONAUTICS
VISALIA, CALIFORNIA
GENERAL PLAN

SHEET 1 OF 4

Map 2. Location of Sequoia Field/Visalia-Dinuba School of Aeronautics on the general plan drawing for Visalia-Dinuba School of Aeronautics

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ADDITIONAL DOCUMENTATION:

Introduction

This Additional Documentation section includes 8" x 10" black and white prints of photographs of the historic district, a full size layout drawing of its grounds & buildings (exclusive of the runways), reproductions of historic views of the district and a list of Additional Documentation items previously submitted to the State Historic Preservation Office (SHPO).

The supporting information on the black and white prints follows. **THE PRINTS THEMSELVES (AND THE FULL SIZE DRAWING) ARE CONTAINED IN ADDENDUM A TO THIS NATIONAL REGISTER APPLICATION.**

Photographs

The photographs in Addendum A depict both the historic period appearance and the current appearance of resources within the historic boundaries of Sequoia Field/Visalia-Dinuba School of Aeronautics. The vantage points from which the 1998 photos were taken are clearly marked on the layout drawing on Page 2 of Section 7.

The date for Photo #1 was Fall, 1943; and the photographer was Lewis S. Barrett of 1353 Hickory Dr., Hemet, CA 92545. The date for Photos #2 through #20 was 1 June 1998; and the photographer was Bruce Baird of 9322 Melba Dr., Garden Grove, CA 92841. The date for Photo #21 was 1943 and the photographer is unknown. Lewis S. Barrett possesses the negative for Photo #1. Bruce Baird possesses the negatives for Photos #2 through #21. Captions for Photos #1 through #21, containing information on camera direction and view description follow:

Photo #1

Caption: 1943 East-South-East Direction Aerial View of Sequoia Field/Visalia-Dinuba School of Aeronautics.

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Photo #2

Caption: 1998 East-South-East Direction Aerial View of Sequoia Field/Tulare County Sheriffs Department Vocational Training and Adult Correction Center.

Photo #3

Caption: 1998 North-East Direction Aerial View of Sequoia Field/Tulare County Sheriffs Department Vocational Training and Adult Correction Center.

Note: Contributing Resources No. 2 (the dirt road encircling the historic school of aeronautics buildings), No. 3 (the historic military parade ground) and No. 25 (the historic school of aeronautics parking lot) are readily visible in this 1988 photo.

Photo #4

Caption: North-East Direction View of Historic Parade Ground.

Note: This 1998 view exhibits much similarity with the historic view contained on Page 8 of this section.

Photo #5

Caption: South-West Direction View of Historic Parade Ground.

Note: Contributing Resource No. 4 (the historic flag pole) is in the center background of this photo. A comparable historic view is reproduced on Page 9.

Photo #6

Caption: South-East Direction View of Historic Parade Ground, Cadet Barracks and Canteen/ Recreation Room/ Mess Hall/Kitchen Complex

Note: In this 1998 photo, the buildings on the right and left are Contributing Resources No. 5 & 6 (two historic barracks that remain today in their 1940's configuration). The building in the center background is Contributing Resource No. 21 (the historic building complex that housed the Canteen, Recreation Room, Mess

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Hall and Kitchen). A comparable 1940's view is reproduced on Page 10 .

Photo #7

Caption: Due-East Direction View of Historic Parade Ground, Cadet Barracks and Canteen/Recreation Room/Mess Hall/Kitchen

Note: The middle of Page 11 contains a comparable historic view of Contributing Resources No. 3 (former parade ground), No.6 (former cadet barracks that remains today in its 1940's configuration) and No. 21 (former Canteen/Recreation Room/Mess Hall/Kitchen Complex).

Photo #8

Caption: South-South-West Direction View of Historic Canteen/Recreation Room/Mess Hall/Kitchen Complex.

Note: In the upper right hand corner of Page 13 is a comparable historic view of Contributing Resource No. 21. The present Adult Correction Center visiting area is in the foreground of Photo #8. In the district's historic period this was the Cadet Mess Hall, which was remodeled in 1997 after fire damage.

Photo #9

Caption: North-West Direction View of the Front Side of the Historic Base Hospital Building

Note: The lower right hand corner of Page 14 contains a comparable historic view of Contributing Resources No. 18.

Photo #10

Caption: South-East Direction View of the Back Side of the Historic Base Hospital Building

Note: In the upper portion of Page No. 15 is a comparable historic view of Contributing Resource No. 18.

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Photo #11

Caption: Due-West Direction View of One Wing of Historic Ground School Building.

Note: In the upper portion of Page No. 16 is a comparable historic view of Contributing Resource No. 19.

Photo #12

Caption: Due-North Direction View of Historic Ground School Building

Note: The center reproduction in the upper part of Page 17 is a comparable historic view of Contributing Resource No. 19

Photo #13

Caption: Due-East Direction View of Historic Road and Ground School Building

Note: The lower reproduction on Page 15 is a comparable historic view of Contributing Resources No. 2 and 20.

Photo #14

Caption: Due West Direction View of Historic Administration Building (See Center of Composite Photo)

Note: The upper reproduction on Page 18 is a comparable historic view of Noncontributing Resource No. 22.

Photo #15

Caption: Due-South Direction View of Historic South Hangar, Control Tower and Flight Office

Note: In this view are Contributing Resources No. 31, 32 and 33.

Photo # 16

Caption: Due-West Direction View of Historic South Hangar, Control Tower and Flight Office

Note: The top two reproductions on Page 20 are comparable historic views of Contributing Resources No. 31, 32 and 33.

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Photo #17

Caption: North-West Direction View of Historic South Hangar, Control Tower and Flight Office

Note: The upper right hand reproduction on Page 21 is a comparable historic view of Contributing Resources No. 31, 32 and 33.

Photo #18

Caption: Due-East Direction View Historic South Hangar, Control Tower and Flight Office

Note: The lower right hand reproduction on Page 22 is a comparable historic view of Contributing Resources No. 31, 32 and 33.

Photo #19

Caption: Due-West Direction View of the Historic North Hangar

Note: The upper photo on Page 24 is a comparable historic view of Contributing Resource No. 34.

Photo #20

Caption: 1998 South-South-East Direction View of Historic North Hangar, South Hangar, Control Tower and Flight Office

Note: In this view are Contributing Resources No. 31, 32, 33 and 34.

Photo #21

Caption: 1943 South-South-East Direction View of Historic North Hangar, South Hangar, Control Tower and Flight Office

Note: In this view are Contributing Resources No. 31, 32, 33 and 34.

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Full Size Layout Drawing of the Grounds and Buildings of the Historic District
(Exclusive of the Runways)

See the last item in Addendum A

Reproductions of Historic Views of the District

Pages 7 through 24 contain reproductions of historic views of the district Sequoia Field/Visalia-Dinuba School of Aeronautics. During its historic period (October 1941 through October 1944) a new class of Aviation Cadets arrived every five weeks. Ten weeks and 60 hours of flight time after arrival, each class graduated to the next phase of pilot training. A graduation book was printed for each class. The reproductions of historic views of the district were obtained from various of these books.

List of Additional Documentation Items Previously Submitted to the SHPO

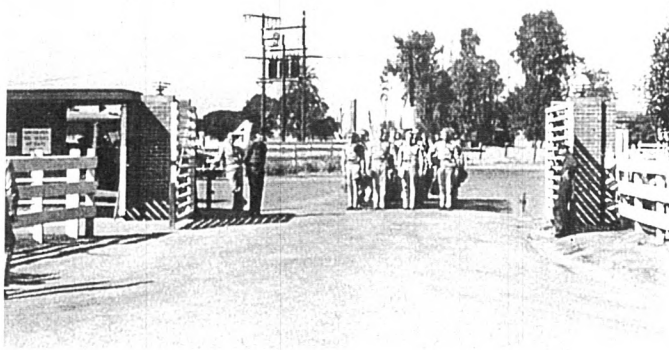
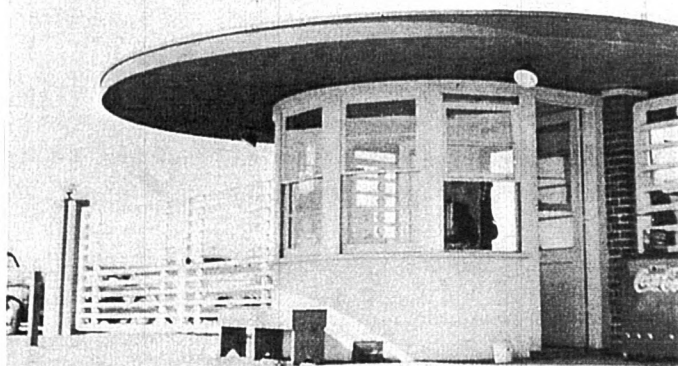
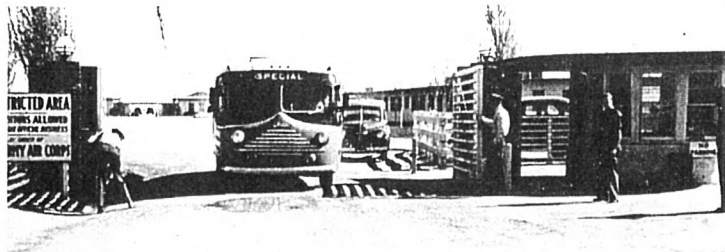
Item Submitted:	Cover Letter Date:	Remarks:
(1) Original U.S.G.S. topographical map with the property location marked	January 18, 1998	Submitted with registration form prepared 1/6/98
(2) Set of color slides of the property	June 24, 1998	Included in Addendum No. 1 to the registration form prepared 6/9/98

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Section number Ad Doc Page 7

HISTORIC VIEWS OF GUARD BUILDING AND FRONT GATE

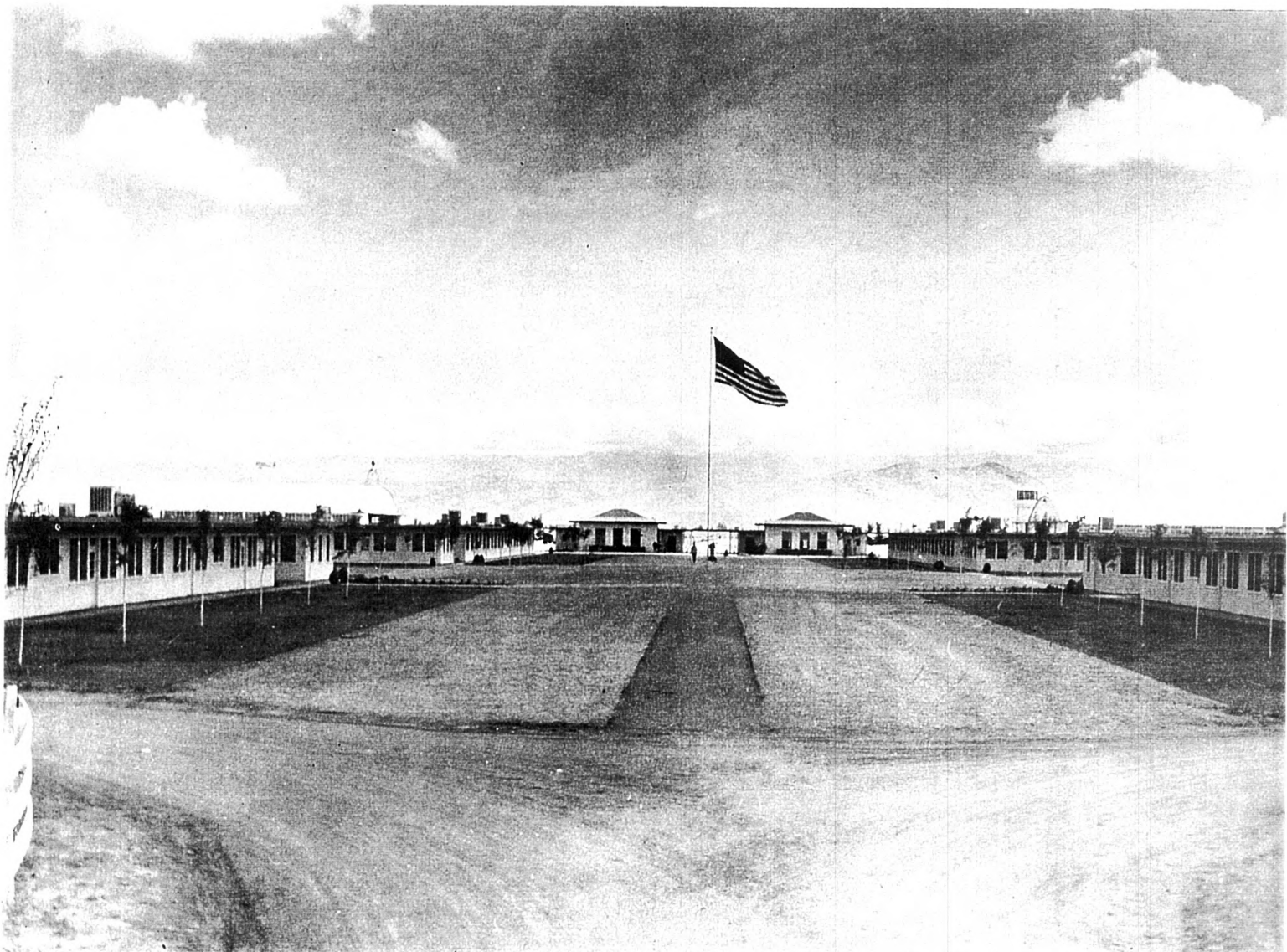


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National Park Service**

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Continuation Sheet**

Section number _____ Ad Doc _____ Page 8

**NORTH-EAST DIRECTION VIEW
OF HISTORIC PARADE GROUND**



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SOUTH-WEST DIRECTION VIEW OF HISTORIC PARADE GROUND



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Section number _____ Ad Doc _____ Page 10

HISTORIC PARADE GROUND, CADET
BARRACKS & CANTEEN/RECREATION
ROOM/MESS HALL/KITCHEN COMPLEX



SOUTH-EAST DIRECTION VIEW



SOUTH-SOUTH-EAST DIRECTION VIEW

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HISTORIC CANTEEN/RECREATION HALL/
MESS HALL/ KITCHEN COMPLEX

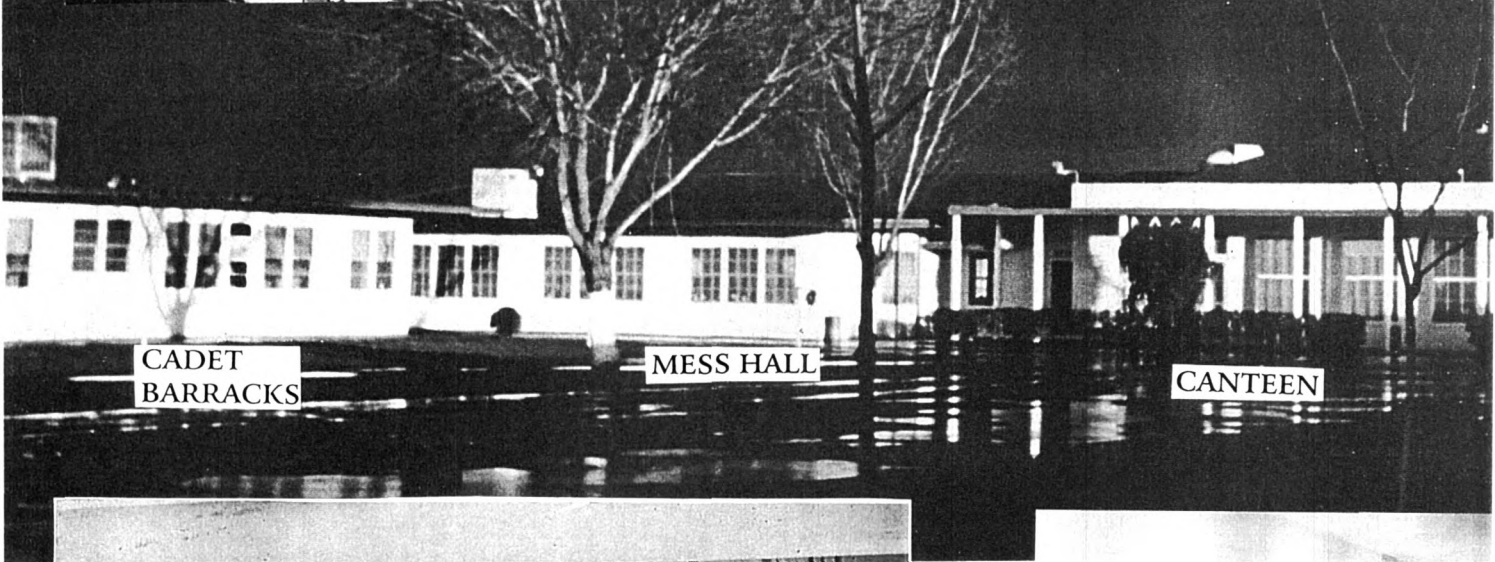


PX INTERIOR



CANTEEN

REC.
HALL



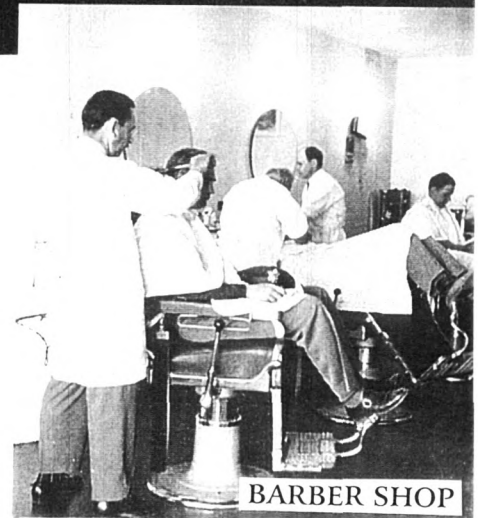
CADET
BARRACKS

MESS HALL

CANTEEN



CANTEEN INTERIOR



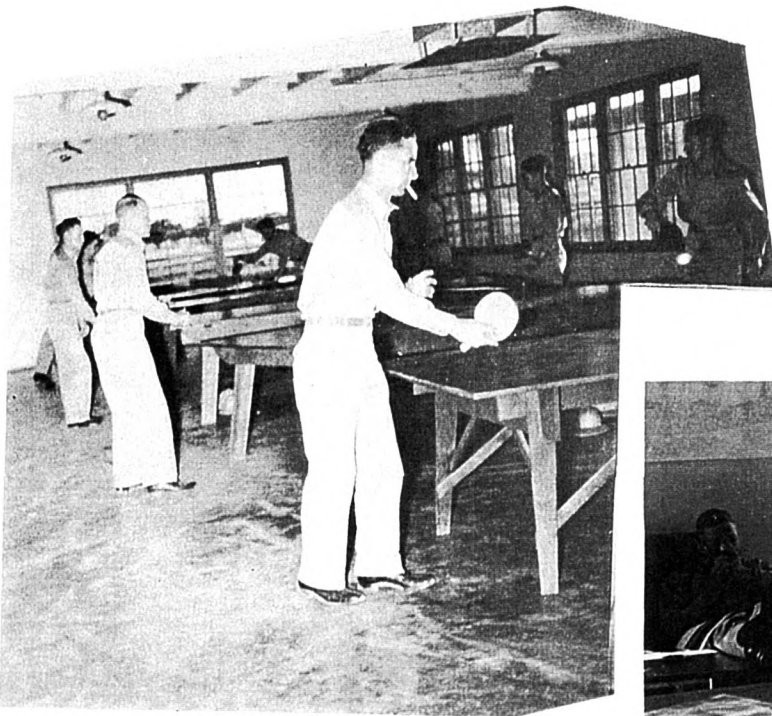
BARBER SHOP

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HISTORIC RECREATION HALL INTERIOR



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HISTORIC CADET MESS HALL

Section number _____ Ad Doc _____ Page 13



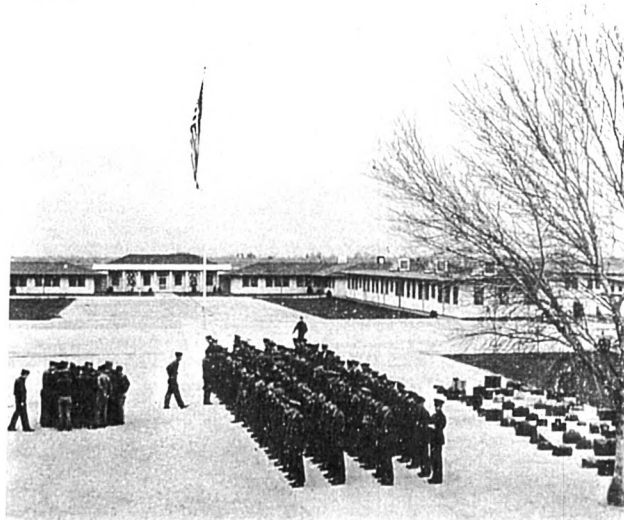
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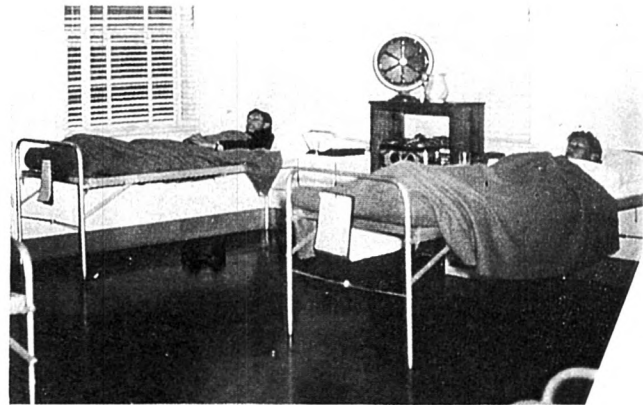
Section number _____ Ad Doc _____ Page 14

HISTORIC BASE
HOSPITAL BUILDING

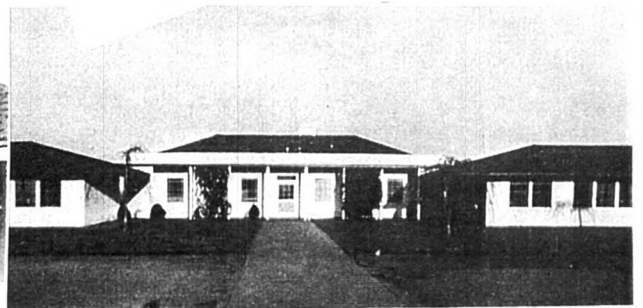
NORTH-WEST VIEW OF
PARADE GROUND
(HOSPITAL IN LEFT
BACKGROUND)



HOSPITAL INTERIOR



HOSPITAL



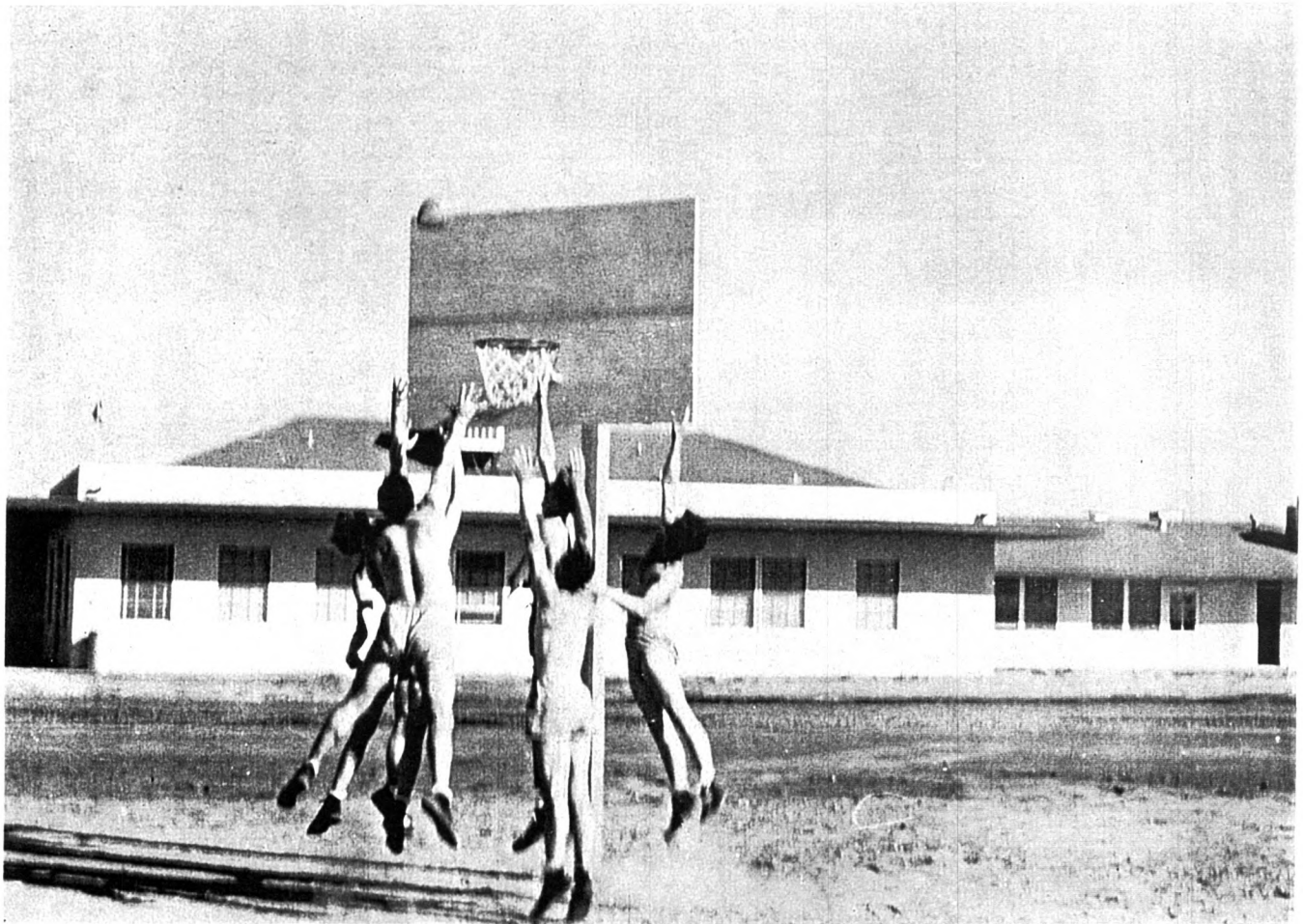
HOSPITAL & GROUND
SCHOOL BUILDINGS

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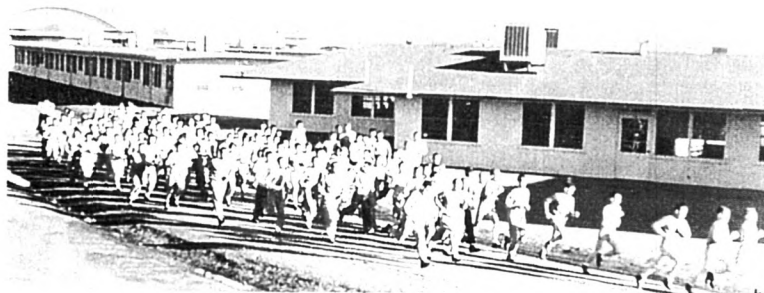
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HISTORIC BASE HOSPITAL, GROUND SCHOOL & BARRACKS BUILDINGS



BACK SIDE OF HOSPITAL (DIRECTLY BEHIND BACKBOARD)
AND GROUND SCHOOL BUILDING (FAR RIGHT)



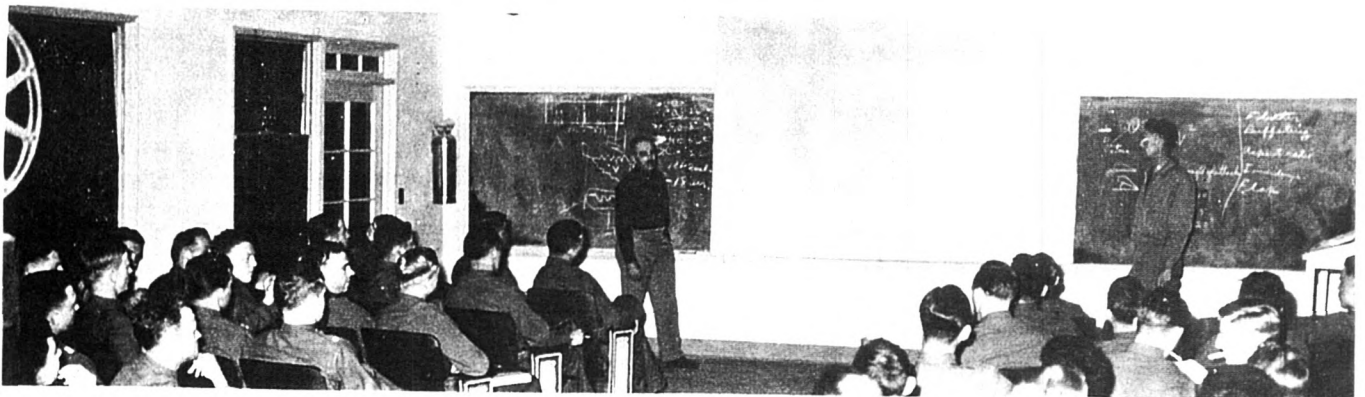
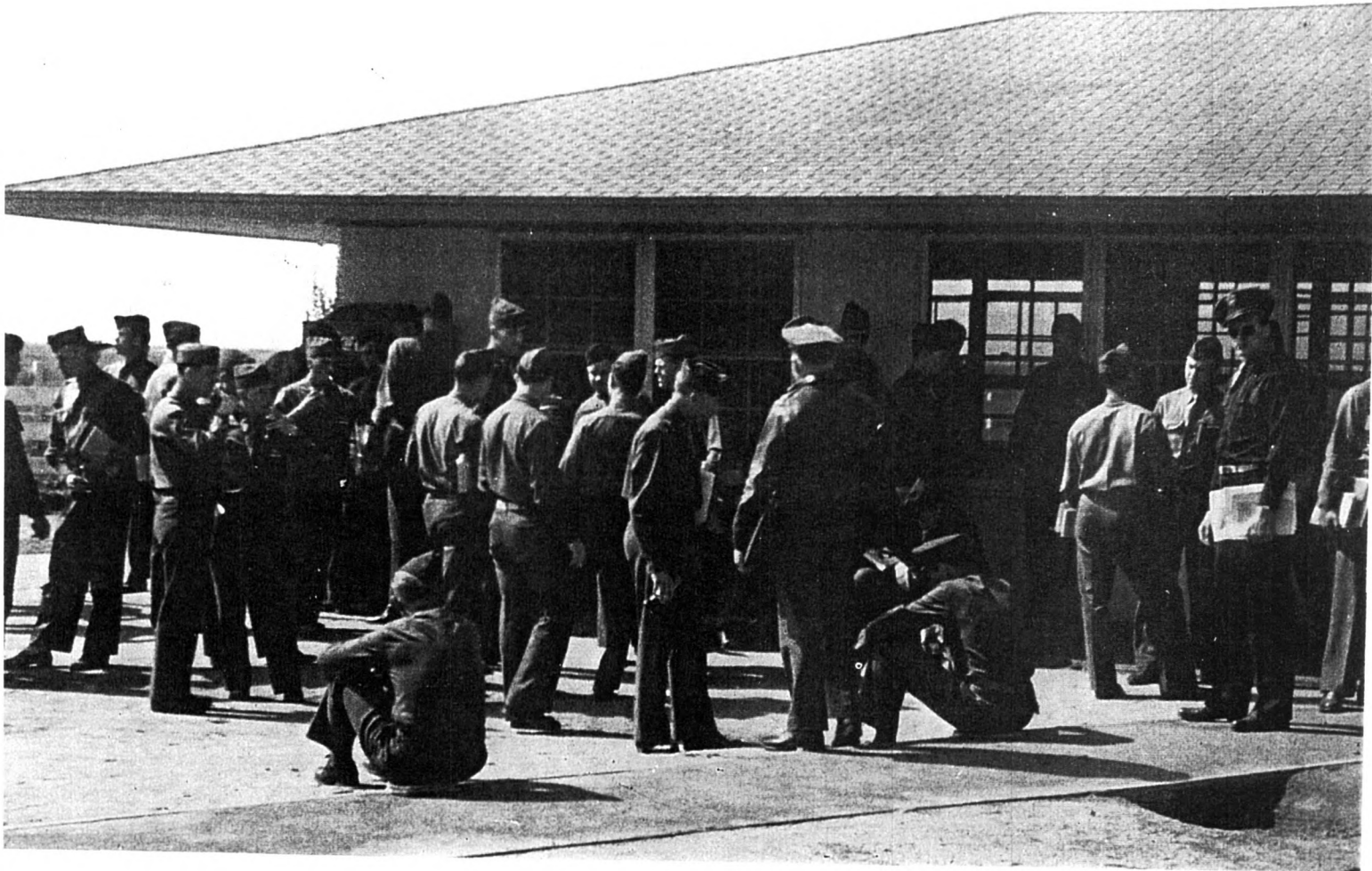
BARRACKS (LEFT) & GROUND SCHOOL BUILDING (RIGHT...BEHIND RUNNERS)

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HISTORIC GROUND SCHOOL

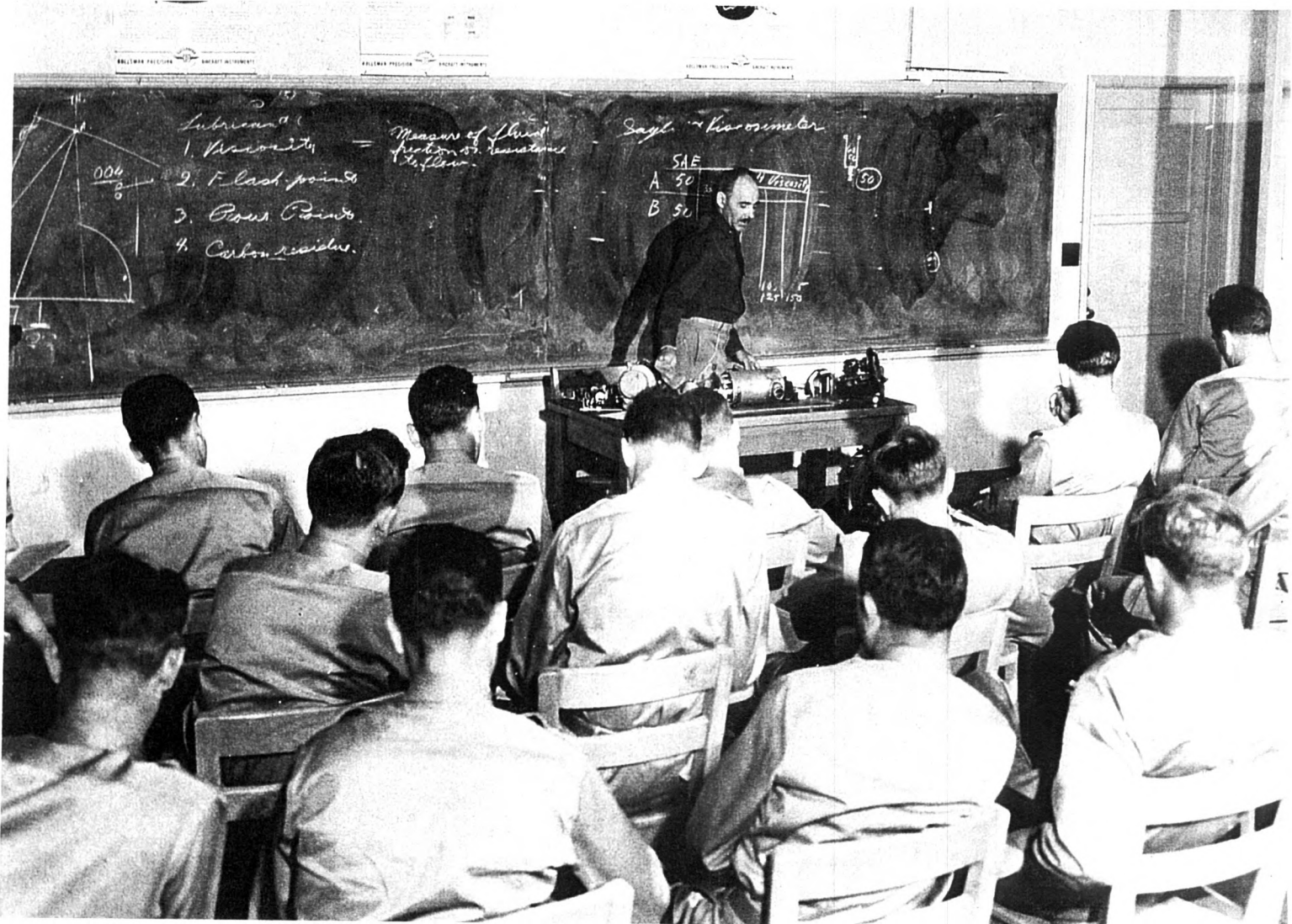
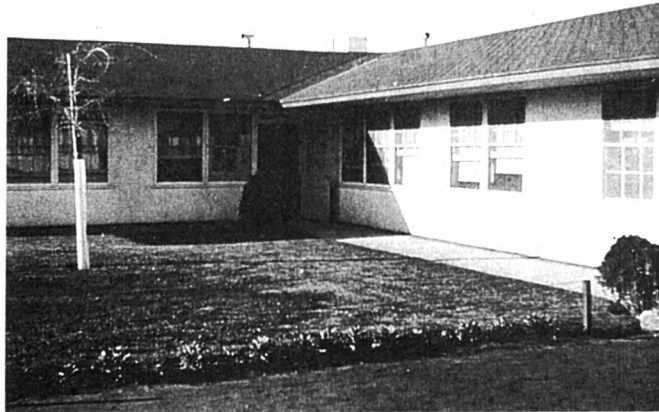
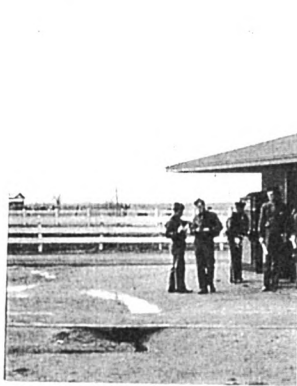


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Ad Doc 17
Section number _____ Page _____

HISTORIC GROUND SCHOOL



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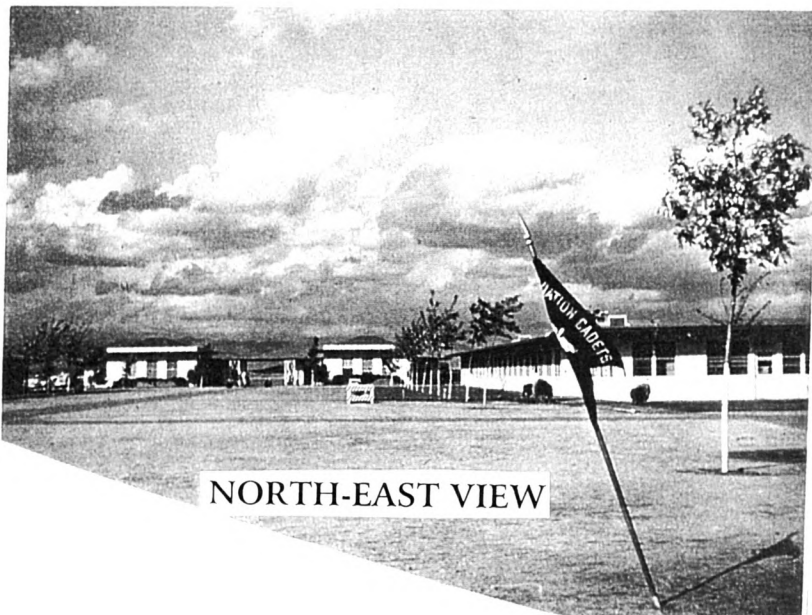
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Section number _____ Ad Doc _____ Page 18

HISTORIC ADMINISTRATION BUILDING & CADET BARRACKS



DUE WEST VIEW (ADMINISTRATION BUILDING IN CENTER OF PHOTO)



NORTH-EAST VIEW



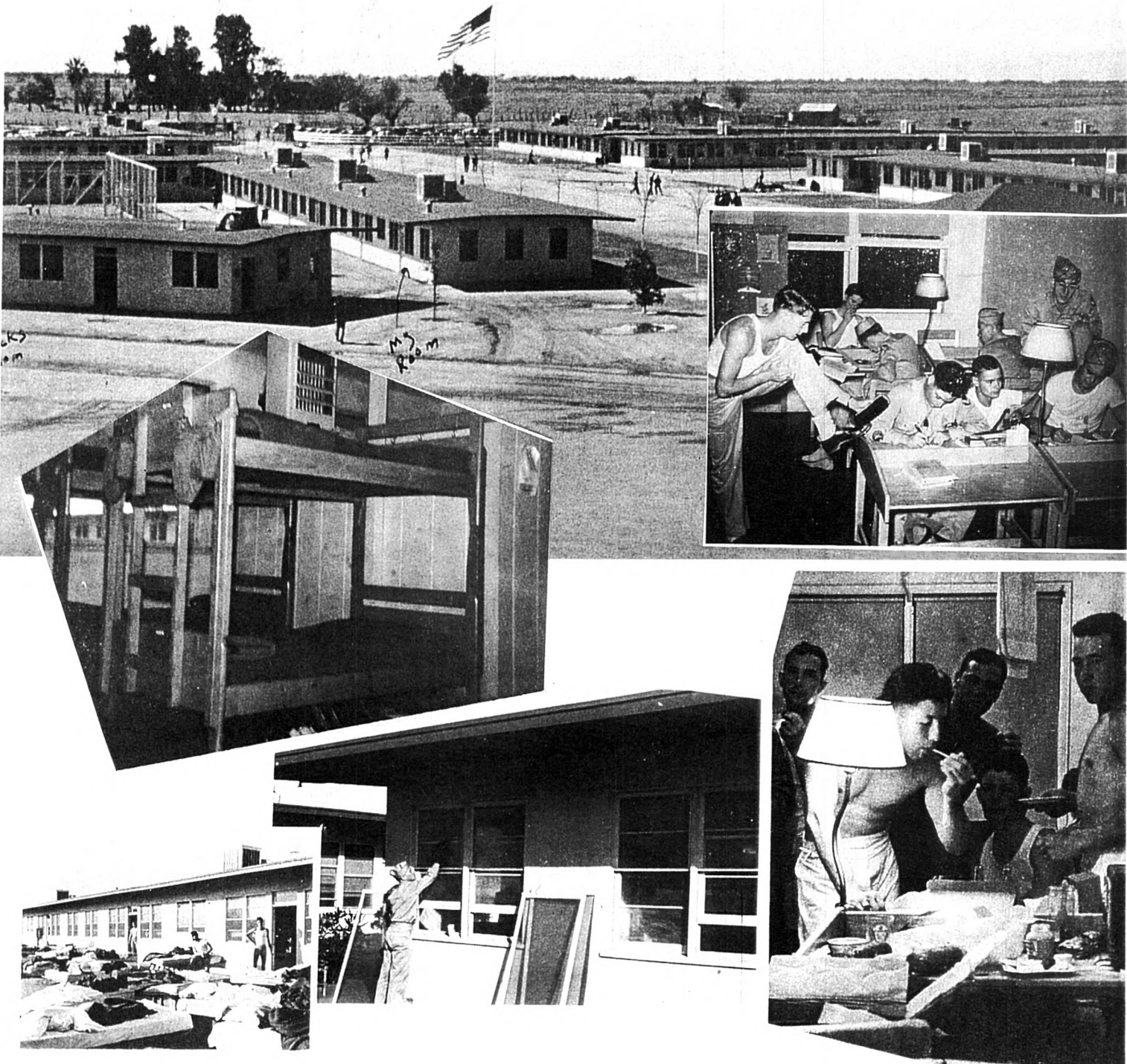
SOUTH-EAST VIEW (ADMIN. BLDG.
IN RIGHT BACKGROUND, SOUTH
HANGAR IN LEFT BACKGROUND)

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HISTORIC CADET BARRACKS BUILDINGS

Section number _____ Ad Doc _____ Page 19

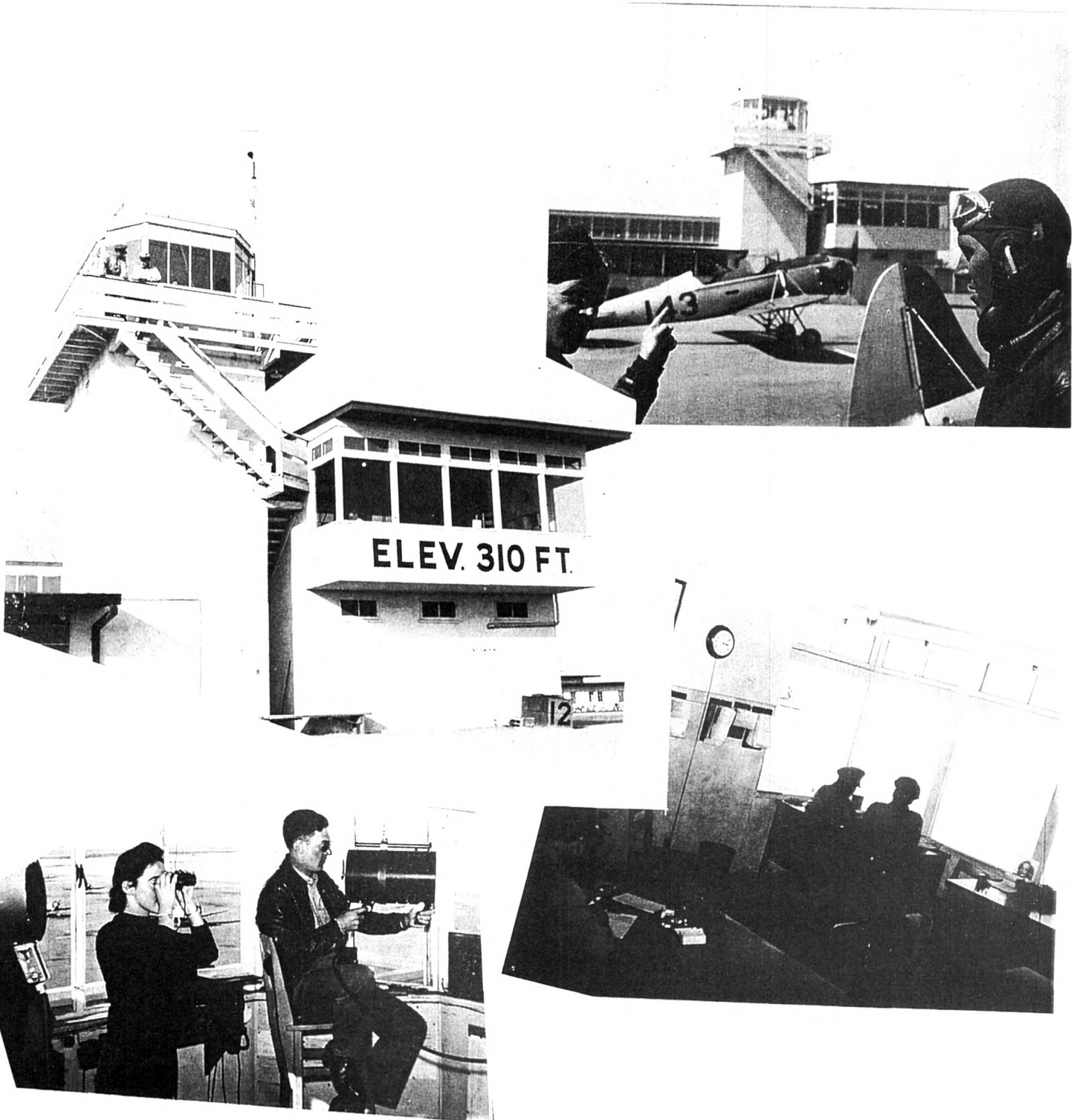


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HISTORIC SOUTH HANGAR, CONTROL TOWER & FLIGHT OFFICE

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Section number _____ Ad Doc _____ Page 21

HISTORIC PILOT READY ROOM

READY ROOM EXTERIOR
(LEFT) & TOWER

READY ROOM



READY ROOM

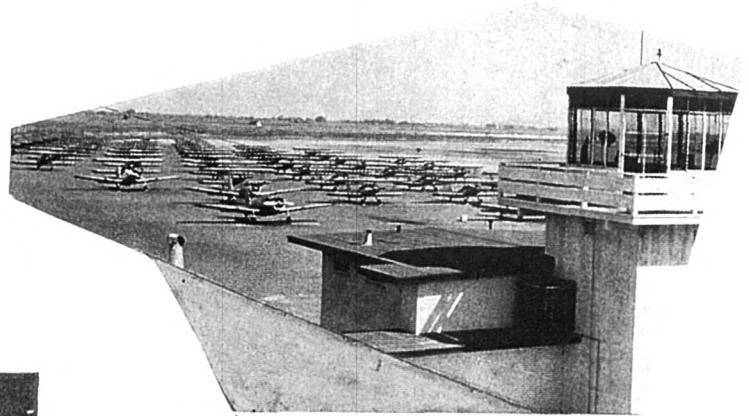


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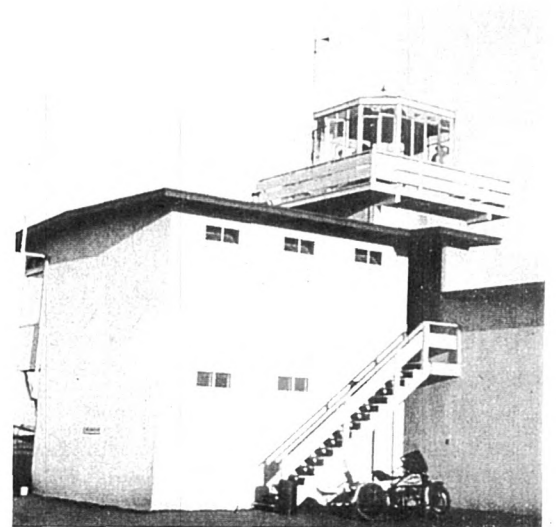
HISTORIC TOWER, FLIGHT OFFICE & PARACHUTE LOFT



NORTH-EAST VIEW



LOFT (INSIDE TOWER)



FLIGHT OFFICE & TOWER

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RETREAT
(NORTH HANGAR
IN BACKGROUND)

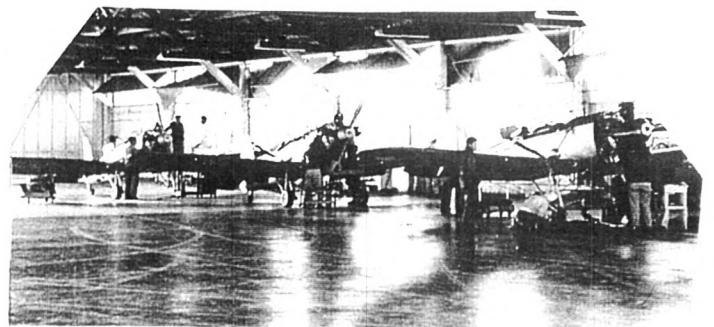
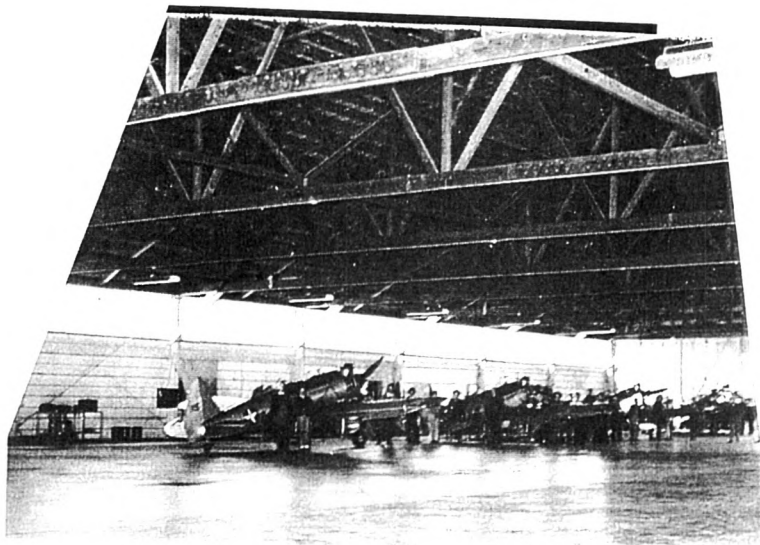
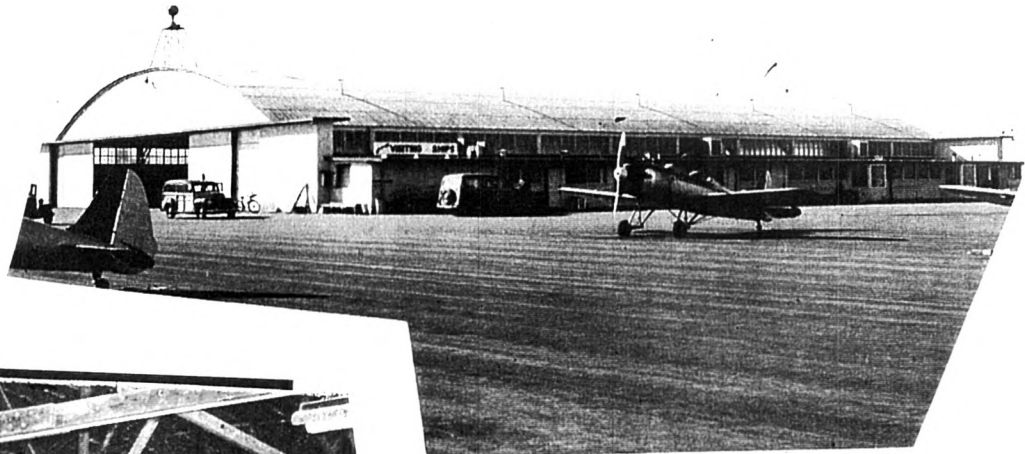


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Section number _____ Ad Doc _____ Page 24

NORTH HANGAR



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Section number Addendum A Page 1

ADDENDUM A:

This is an addendum to the National Register of Historic Places Registration Form for the district of Sequoia Field/Visalia-Dinuba School of Aeronautics, which was prepared September 24, 1999. It contains the items listed below, which are an extension of the Additional Documentation section of the form.

8" x 10" black and white prints of the historic district, Numbered 1 through 21

A full size layout drawing of the historic district's grounds and buildings (exclusive of the runways).

The following information concerning the photographs is contained in the Additional Documentation section of the September 24, 1999 form:

Vantage points from which the photographs were taken

Date the photograph was taken

Photographer

Location of the negatives

Captions applicable to each individually numbered photograph. (The captions include notes identifying specific contributing resources visible in the photograph.)

The full size layout drawing of the district is the last item contained in this addendum.

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OCT 21 1999

Addendum

OHP

Section number B Page 1

ADDENDUM B:

Purpose

This is Addendum B to the National Register of Historic Places Registration Form for the district of Sequoia Field/Visalia-Dinuba School of Aeronautics, which was prepared September 24, 1999. It contains a correction to information contained in the last two sentences of the opening paragraph of the Statement of Significance in Section 8 of the above form. These sentences stated that civilian instructors were used by the U. S. Air Force to teach its pilots to fly during World War II and at only one other period in its history...when Lieutenants H. H. "Hap" Arnold and Thomas DeW. Milling were taught to fly at the Wright Brothers Dayton, Ohio factory in 1911.

Addendum B was prepared on October 19, 1999 for possible use by the State of California Office of Historic Preservation in preparation of the nomination of Sequoia Field/Visalia-Dinuba School of Aeronautics for a listing in the National Register of Historic Places.

Introduction

On October 10, 1999 an Associated Press news release, which was printed in the Los Angeles Times, stated that the Air Education and Training Command (AETC) of the U. S. Air Force was turning its introductory flight training over to FAA-certified commercial flight schools. An inquiry to AETC concerning the news release was made on October 11th. Subsequently, the AETC Office of the Command Historian provided a copy of an AETC historical monograph titled Contract Flying Training in Air Training Command, 1939-1980.

Correction

The following are direct quotations from Chapter 1 of the above monograph. These quotations correct the erroneous information identified above in the opening paragraph of this addendum.

"During World War II and the Korean War, the Air Training Command (ATC) and its predecessor organizations resorted to the use of civilian contract

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Addendum

Section number B Page 2

schools to conduct flying training. For the ...Army Air Forces (AAF)...World War II mobilization began...in July 1939 when contract flying schools were established. ... Beginning in 1943, the decline in training requirements enabled he AAF to reduce its dependence on contract schools until the last schools closed in 1945. After World War II, American disarmament was so extensive that the Korean war emergency required the Air Force to again resort to contract training. During the Korean War, nine flying training schools contracted to perform primary training. Some of the contract flying schools remained open until 1961."