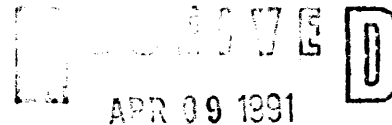


United States Department of the Interior  
National Park Service



National Register of Historic Places  
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 18). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name U. S. Army Rockwell Field Historic District (relocation and revision)  
other names/site number Signal Corps Aviation School (1914 - 1917); Naval Air Station, North Island (1935 - Present)

2. Location

street & number Naval Air Station, North Island  not for publication  
city, town San Diego  vicinity  
state California code CA county San Diego code 073 zip code 92135

RECEIVED  
MAY 15 1990

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	56	7 buildings
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district		
<input type="checkbox"/> public-State	<input type="checkbox"/> site		
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure		
	<input type="checkbox"/> object		
			Total

Name of related multiple property listing:  
N/A

Number of contributing resources previously listed in the National Register 1

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.  
J. R. DeNigro J. R. DeNigro, Capt., U. S. Navy 10 May 1990  
Signature of certifying official Date  
Commanding Officer, NAS North Island, San Diego, CA 92135  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.  
Kathryn Gualtieri 9/6/90  
Signature of commenting or other official Date  
State Historic Preservation Officer  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:  
 entered in the National Register. Antonieta Giese 6/21/91  
 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 Date of Action

---

**6. Function or Use**

---

Historic Functions (enter categories from instructions)  
Defense - air facility (U. S. Army)

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Current Functions (enter categories from instructions)  
Defense - air facility (U. S. Navy)

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**7. Description**

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Architectural Classification  
(enter categories from instructions)

Materials (enter categories from instructions)

Mission/Spanish Colonial Revival

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foundation concrete  
walls concrete, terra cotta and stucco;  
steel  
roof terra cotta; steel  
other \_\_\_\_\_

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**Describe present and historic physical appearance.**

Note: This Description of the U. S. Army Rockwell Field Historic District (Rockwell Field District) replaces that on earlier National Register forms submitted in nomination of "Rockwell Field, San Diego" in 1974. Based on this earlier nomination, Rockwell Field was listed in the National Register in 1977. However, those earlier forms were erroneous in their description of the condition and extent of the actual historic Rockwell Field District. A complete discussion of the rationale for this revision is included on the Continuation Sheets for Section 4 of these revised forms.

Summary.

The Rockwell Field District is comprised of historically- and architecturally-significant buildings located in the southeastern quadrant of the Naval Air Station, North Island (NAS North Island), that have associations with the use and development of the Rockwell Field Army airfield between 1912 and 1935. The discrete components within the district consist of sixty-three buildings in a groups whose boundaries correspond to the as-built and surviving extent of the original 1917 Albert Kahn-designed site plan, and to those Quartermaster General's Office-designed residential quarters added as a result of the Emergency Relief Bill of 1932. The predominant styles for these permanently-constructed buildings are Mission Revival and Spanish Colonial Revival. Fifty-six buildings are considered to contribute to the historic and architectural integrity of the district. The remaining seven buildings are not considered to contribute architecturally or historically to the significance of the district. While individual contributing buildings have had varying degrees of alteration, and some non-contributing buildings interpose on the original spatial characteristics of the district, the artistry of its designers remains evident, and some sense of the character of the district during its period of historic significance remains.

The Kahn/Quartermaster General's Office Site Plan.

North Island is not in fact an island, but rather the extreme northwestern end of the Peninsula of San Diego, which encloses the seaward margin of San Diego Bay (see Geographical Map). Historically,

See continuation sheet

**8. Statement of Significance**

Certifying official has considered the significance of this property in relation to other properties:

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nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Architecture  
Military Architecture  
Military History

1912 - 1935  
\_\_\_\_\_  
\_\_\_\_\_

1917-1918  
1933  
\_\_\_\_\_

Cultural Affiliation

N/A  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

Architect/Builder

Kahn, Albert, and Frank Mead and  
Richard Requa

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Note: This Statement of Significance for the U. S. Army Rockwell Field Historic District (Rockwell Field District) replaces that on earlier National Register forms submitted in nomination of "Rockwell Field, San Diego" in 1974. Based of the earlier nomination, Rockwell Field was listed in the National Register in 1977. However, those earlier forms were erroneous in their justifications for the historic significance of Rockwell Field. A complete discussion of the rationale for this revision is included on the Continuation Sheets for Section 4 of these revised forms.

Summary.

The U. S. Army Rockwell Field was the first permanent Army airfield in the United States. It was active as an Army airfield at two locations on North Island between 1912 and 1935, when the Army left and the airfield was absorbed into NAS North Island. The Rockwell Field District contains the site and surviving buildings associated with this period of military historic significance. It is eligible to the National Register under Criterion A: the history of its development and use has important associations with broad national and regional themes in the early history of military aviation in the United States. The buildings of the district have national and local historic architectural significance, and eligibility to the National Register under Criterion C: the district's contributing buildings variously embody the distinctive characteristics of the Mission/Spanish Colonial Revival style as applied to military architecture; some of them represent the work of a master, being a unique example of the use of the Mission/Spanish Colonial Revival style by a recognized master in another architectural genre - Detroit industrial architect Albert Kahn. As a group, they possess sufficient integrity of location, design, setting, workmanship, feeling and association to convey a sense of the character of Rockwell Field during its historic period of use.

See continuation sheet

**9. Major Bibliographical References**

Chambers Consultants and Planners

1982 The Cultural Resources of Naval Air Station, North Island and Outlying Landing Field, Imperial Beach, San Diego County, California. Ms. on file, Natural Resources Office, NAS North Island, San Diego.

Coop, DeWitt S.

1980 A Few Great Captains: The Men and Events That Shaped the Development of U. S. Air Power. The Air Force Historical Foundation & Doubleday, New York.

Ferry, W. Hawkins

1970 Albert Kahn, 1869-1942. IN The Legacy of Albert Kahn, pp. 8-27. Detroit Institute of Arts.

See continuation sheet

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

Specify repository:

Naval Air Station, North Island

**10. Geographical Data**

Acreeage of property 43.5 acres (see Continuation Sheet)

UTM References

A	<u>1 1</u>	<u>4 8 1 9 6 0</u>	<u>3 6 1 8 0 8 0</u>	B	<u>1 1</u>	<u>4 8 1 3 0 0</u>	<u>3 6 1 7 1 0 0</u>
	Zone	Easting	Northing		Zone	Easting	Northing
C	<u>1 1</u>	<u>4 8 1 2 8 0</u>	<u>3 6 1 6 7 4 0</u>	D	<u>1 1</u>	<u>4 8 1 1 4 0</u>	<u>3 6 1 6 7 5 0</u>

See continuation sheet

Verbal Boundary Description

The Rockwell Field District consists of two sub-districts which represent the surviving portions of the originally unified extent of the historic building group (see Boundary Justification). The Rockwell Field (North) sub-district is bounded by UTM reference points A, B, E,

See continuation sheet

Boundary Justification

The Rockwell Field District boudaries are defined by streets and dirveways bounding the designed extent of the Albert Kahn site plan, and the contiguous building groups deriving from pre-1935 periods of construction at the Army airfield. The original extent of this street

See continuation sheet

**11. Form Prepared By**

name/title Andrew Yatsko III/Archaeologist  
organization Natural Resources Office (18N) date 1 May 1990  
street & number NAS North Island, Bldg. 3 telephone (619) 545-1131  
city or town San Diego state CA zip code 92135

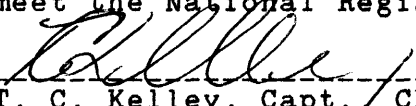
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Continuation Sheet

Section number 4 Page 1

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_ does not meet the National Register criteria.

  
-----  
T. C. Kelley, Capt. / CEC, U. S. Navy  
Commanding Officer  
Navy Public Works Center  
San Diego, CA 92136

5/9/90  
-----  
Date

-----  
Note of Explanation: Joint certification of this nomination by both Commanding Officer, NAS North Island, and Commanding Officer, Navy Public Works Center (PWC), San Diego, is required due to overlapping ownership within the Rockwell Field District. While NAS North Island owns and administers the land and some of the buildings in the district, most of the residential quarters are owned and maintained by PWC San Diego. Specifically, these PWC San Diego buildings include Quarters K through S, T-U, V, NA through NJ, and SA through ST, and Buildings 506 through 511. All other buildings are the responsibility of NAS North Island.

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RATIONALE FOR REVISION OF THE ORIGINAL ROCKWELL FIELD NOMINATION TO THE NATIONAL REGISTER OF HISTORIC PLACES.

These nomination forms for the U. S. Army Rockwell Field Historic District (Rockwell Field District) revise an earlier nomination and listing to the National Register of Historic Places (National Register). The Naval Air Station, North Island (NAS North Island) nominated "Rockwell Field, San Diego"

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(Rockwell Field) to the National Register in late 1974 (Appendix 1). This property was listed on the National Register in 1977 (Federal Register, Vol. 42, No. 109; June 7, 1977). Based on a 1985 review by the NAS North Island Natural Resources Office, it is NAS North Island's opinion that the original nomination does not accurately describe the actual condition, associations or historic significance of this "property." This resulted in the reevaluation of the Rockwell Field District's eligibility, and the development of new documentation and historic/architectural associations.

The original nomination fails to describe any extant buildings, structures or other features associated with the assumed historic activities, nor does it correctly locate the nominated property. Further, the significance discussion fails to evaluate the property against the National Register eligibility criteria set forth in Title 36 CFR 60.4, nor develop or justify the property's importance within any broader historic themes. Finally, a consideration of associations with the actual historic events described suggests that the ascribed significance may be problematic.

As documented, the original Rockwell Field nomination is generally ambiguous as to what it nominates. While it identifies "Rockwell Field, San Diego" by name, its descriptive data in fact nominates only the apparent landing/departure site of particular legs of the 1924 "World Cruiser" round-the-world fight by four Army aircraft. As described, this site's boundaries are in fact located on what was then adjoining NAS San Diego lands. The forms do not nominate any of the actual historic extent of the Rockwell Field District, nor any Rockwell Field District buildings. Rather, they describe an area that was the NAS San Diego landing field, located just north of the NAS San Diego-Rockwell Field boundary line (see Geographic Map). This ascribed location is probably in itself erroneous, since the Rockwell Field District had its own landing field. This assumed association likely represents a basic misunderstanding of the history of North Island, which is further reflected in the fact that such buildings and features as are described under Item 7 on the original forms are all associated with NAS San Diego, and not the Rockwell Field District. As such, the original nomination represents an

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erroneous association of Rockwell Field District to the assumed site of a transient historic event in aviation, but one with little association with the North Island site.

The actual Rockwell Field District was the U. S. Army's first permanent flying school (1913), initially known as the Signal Corps Aviation School. It jointly occupied North Island with the Naval Air Station, San Diego (NAS San Diego; now NAS North Island) from the latter's establishment there in 1917, until the Navy assumed overall control of North Island, including the Rockwell Field District, in 1935. Major periods of construction within the Rockwell Field District by the Army in 1918 and 1933 have left numerous extant buildings in the southeastern quadrant of NAS North Island. As subsequently documented for the present revised nomination forms, Rockwell Field District does possess historical and architectural characters which meet the criteria for eligibility to the National Register, largely through its role in the history of the Army and military aviation, and through the integrity of its surviving building groups. None of these characters are documented or discussed in the earlier nomination forms.

These revised forms attempt to correct this erroneous association. Inventories and evaluations subsequent to the original nomination have provided for the descriptions and conclusions contained in this revision (Williamson and Watts 1988). These support the eligibility of Rockwell Field District to the National Register, but not at the location, nor for the reasons, contained in the original nomination.

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North Island was separated from the southeasterly-adjacent Coronado Island (and the community of Coronado) by a small lateral embayment to San Diego Bay, known as the Spanish Bight. It was connected to Coronado only by a narrow sand spit at the seaward end of the Spanish Bight, and, with the development of the army airfield and the naval air station, by a pile-supported causeway. Topographically, North Island is largely flat, rising only 20'-30' above sea level, and with no natural prominences except the low bluff along the Spanish Bight shore, on which the Rockwell Field District complex was situated. In 1917, this part of North Island was covered with a mosaic of Maritime Desert Scrub and grassland. Today, the entirety of the original extent of North Island is largely paved, with few, if any, natural areas surviving.

In 1917, the Rockwell Field District site had views to the then easterly-adjacent Spanish Bight, the San Diego city skyline across the bay to the north, Point Loma to the west, and the Pacific Ocean (the "Coronado Roads") to the south (see Photo 1). Subsequent to the Navy's 1935 acquisition of the Rockwell Field, the Spanish Bight was reclaimed with dredging spoils from the deepening of the bay, and this association was lost. However, even today the Rockwell Field District's position on the low bluffs slightly above the in-filled Spanish Bight, and the buildings now located there, still provides vistas of the cities of San Diego and Coronado, and its orientation to the ocean remains substantially unchanged.

Albert Kahn's original plan for the "Army Aviation School, Rockwell Field, represented in a 1918 watercolor rendering, shows the airfield laid out on two roughly perpendicular axes (see Photo 2). The primary axis runs north-northeast to south-southwest along the bluffed shoreline of the Spanish Bight. This axis was to be carried by two parallel avenues (now Quentin Roosevelt Blvd. and Wright Avenue), between which would be grouped all administration and service buildings, warehouses, quarters for non-commissioned officers, barracks, and the hospital, all with "a splendid view of the bay" (Arnold 1924). Strung along the west of this axis would be the fifteen permanent hangars, and repair shops. Perpendicular to the south end of these paired avenues, and parallel to the ocean shore, was to be the field and company officers quarters and the officers club, laid out with a semi-circular road pattern.



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Most of Kahn's plan was never realized. Because of delays, initial construction involved the erection of temporary steel hangars and warehouses. The construction of permanent facilities started in mid-1918, to include four semi-detached field officers quarters, a hospital with a detached laboratory, three hangars, a gate house/meter room, an oil dispensing station, a construction shop, a dope house, and two barracks. Construction was suspended with the Armistice in November 1918. Only the officers quarters, hospital, laboratory, hangars, gate house/meter room and oil station were completed.

No permanent construction was forthcoming during the Twenties, but planning for a building program to develop married non-commissioned and company officers quarters, bachelor officers quarters, and enlisted barracks was ongoing. This program continued to be conceived within the design concepts of the original Kahn site plan, but was being carried through and modified by the draftsman of the Quartermaster General's Office. Eventually funded by the Emergency Relief Bill of 1932, the final permanent construction at Rockwell Field was completed in 1933. This included 10 married officers quarters, thirty non-commissioned officers quarters, a bachelor officers quarters, and seven detached community garages (see Photo 3).

Principal Contributing Buildings.

The principal contributing elements in the Rockwell Field District consist of military residential and industrial buildings rendered in stucco-clad walls, red tile roofs and simple Renaissance-Baroque ornament as a style termed "California Mission" or "Mission Revival" by the original architects. The style is today variously termed Mediterranean, Spanish Colonial, or simply Spanish, Revival. Contrasted with these are two surviving examples of the temporary buildings used during the air field's history. These are examples of early prefabricated buildings.

The Kahn-designed Mission Revival Field Officers Quarters (Quarters T-U and V-W, 1918; now Married Officers Quarters, Quarters T-U and V, respectively) are reinforced concrete-framed, in-filled with hollow terra cotta tile, and finished in buff color stucco (see Photos 4 and 5). Interior partitions are

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framed with wood. They are covered by low-pitch, red clay-tile hip roofs, with bracketed eaves.

These quarters were designed as semi-detached houses. Each of the two buildings had two units, which were joined at a party wall. Each unit consisted of a two-story, hip-roof block, with a single-story, flat roof wing. The two story section contained an entry-stair hall, dining room and living room on the ground floor, and three bedrooms and a bathroom on the second floor. The one-story section contained the kitchen, pantry, maid's room and bathroom. A bricked terrace with pergola faced the ocean to the south. In each building, the joined units mirrored each other. Quarters T-U were joined with the party wall at the one story wing, while Quarters V-W were joined at the two-story block. There were basements under the single-story sections containing a laundry room, furnace room and fruit cellar.

Windows were rectangular wood casements with divided lights. They were molded together in threes and fours. The front entry doors were wood, round-arched, with lights and wrought-iron strap hinges. The doors had simple projected surrounds. Quarters V-W had french doors and wrought-iron balconets above the entries at the second story. Quarters T-U had bracketed tiled visors above the entries. Each unit had a secondary arched service-access door on the same facade, at the opposite end. Sills and steps were brick. Quarters T-U had the primary entries at the extreme ends, while Quarters V-W had them side by side at the center. The chimneys were stucco, elaborated with tile.

Quarters V-W was converted to a single unit in 1941, and is now known as Quarters V. The second entry door, surround, french doors and balconet were removed. This alteration was skillfully planned to maintain the character of the home. The window pattern on the front elevation was changed reflecting the new functions of the spaces and maintaining balance despite the destroyed symmetry. Quarters T-U had the pergolas enclosed with added second stories. This appears to have been accomplished as a series of changes over the years. The windows in Quarters T-U were replaced by bronze-anodized aluminum units without divided lights. Redwood decks were added to the flat-roof sections of the three units. The interiors have been extensively renovated, especially Quarters V.

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Kahn's Mission Revival Hangars (Buildings 501, 502 and 503, 1918) are framed in reinforced concrete, in-filled with hollow terra cotta tile, and finished with stucco (see Photo 6). They have red clay-tile, gabled roofs. They were built to the same plan: a rectangle, 135 feet by 70 feet, with 30 feet clear to the ceilings. A low, flat-roof, lean-to on the east side of each contained offices. The end walls were designed for rolling hanger doors which were not initially built. The end walls project beyond the side walls suggesting masonry buttresses. The side walls have high, steel-sash windows in bands, and round-arched man-doors. They featured decorative herringbone brickwork above the hanger doors, windows, and man-doors.

The Hangars have been extensively altered by the additions of lean-tos to various facades beginning as early as 1936. Hanger door openings in Building 501 have been in-filled, and all remaining open hanger ends have had the recent (ca. 1987) additions of modern hangar doors. Decorative and detailing brickwork has been painted over, or covered by alterations, and is faintly visible only on Building 501. In their present condition they only convey some of their original character.

Located on the bluff edge at the North Island end of the Coronado-North Island causeway, the Army-Navy Gate House/Meter Room (Building 505, 1918; now Meter House) functioned as the gate house for both Rockwell Field and NAS San Diego, and as the metering station for water and other utilities servicing the bases. Initially, it consisted of a small, low, one-story building, on an irregular plan, set well forward on its lot on the south side of the entrance road. Its features included massive walls with inset windows and doors, a cross-axial, gabled, red clay-tile roof, and an offset, raised entrance. This original building was supplemented in the 1930's by a second rectangular structure running perpendicular to the south, and designed with compatible Spanish Colonial Revival detailing. This second building is detached, but tied to the original building by a trellis/pergola over a small concrete patio. The building has been little altered over the years, and still has many of its original elements, including wooden doors and windows, and wrought iron ornaments. It has perhaps the best architectural integrity of any individual building in the district.

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The prefabricated steel Aero Supply Warehouse (Building 830, 1918) and Dope House (Building 833, 1930; both now General Storage) are comprised of factory-manufactured units, representing an early type of mass-produced, easily-erected and dismantled multi-purpose building. The construction components consist of steel roof trusses, bolted steel framing, corrugated sheet steel cladding and roofing, steel sash windows and rolling, steel-clad bay doors (See Photo 7). Each building is gambrel roofed, one story, and rectangular in plan. These can be joined end-to-end in a continuous bay, or side-by-side in multiple bays. Building 830 has two bays, while Building 833 is a single. Early photos show Building 830 as roughly L-shaped in plan, with the crook of the "L" having been filled in with structural components from similar buildings that were dismantled (see Photo 1). Building 833 appears to be in the original configuration.

Along with Building 825 (see Non-Contributing Buildings, below), these are the only surviving examples of Rockwell Field's early use of over twenty of this type of temporary structure for hangars and storage in the absence of the originally-planned, but un-funded, permanent concrete and masonry buildings like Buildings 501, 502 and 503. Manufactured in Pittsburgh, they were designed as the first-ever mass produced hangars under the direction of the Department of Military Aeronautics (Chambers Consultants and Planners 1982; Williamson and Watts 1988). Most of the now absent buildings were dismantled shortly after the incorporation of the Rockwell Field area as part of Naval Air Station, North Island, in 1935. The dismantled components were reused elsewhere on the air station to construct industrial and storage facilities.

The physical condition of Buildings 830 and 833 is at best only poor to fair. Originally designed and constructed as temporary buildings, as happens so frequently with such temporary facilities their utility has proved to long-lived. In their near-ocean, salt-spray environment, corrosion has taken its toll on the structural and cladding components of these buildings.

The Bachelor Officers Quarters (Building I, 1933, and Building I (East), 1936), consists of two, opposed U-shaped

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sections which surround and enclose a garden courtyard. The main entry (Building I) off Quentin Roosevelt Blvd. opens into a two-story volume which carries a red clay-tile, gabled roof (see Photo 8). The officers rooms are in the single-story wings, which are hip-roofed, single story construction. The connected Building I has a red clay-tile roof, and the detached Building I (East) a red, composition-shingle roof. The two building wings otherwise differ in their methods and style of construction. Building I has reinforced concrete and hollow terra cotta tile walls finished with stucco, on concrete foundations and floors. It has an arcaded, quarry tile-paved interior walkway surrounding the courtyard. Building I (East) is a plain stuccoed wooden frame building, on concrete foundations with a wooden joiced floor, and no arcaded walkway. It is not rendered in a Spanish Colonial Revival style. Building I (East) is not considered as contributing to the architectural integrity of the district.

The two-story space of Building I is a living room with exposed, dark-stained wood trusses and beams, and divided by a low, dark wood panelled partition with elaborate moldings, pilasters, dentils and finials at the top (see Photo 9). Wrought iron electric chandeliers provide light. There is a quatrefoil-plan fountain at the center of the courtyard, with a tiled, circular walk around it (see Photo 10). Mature palms, manicured lawns and shrubs form the landscaping. The entry facade has been changed over the years, most recently in the early 1980's with a three arched fabric awning replacing a cantilevered, braced porch visor.

The Quartermaster General Office-designed Company Officers and Non-commissioned Officers Quarters and Garages (Buildings J through S, SA through ST, and NA through NJ, 1932-1933; now Married Officers and Married Petty Officers Quarters) form the remaining contributing buildings. This category consists of forty-six buildings in three groups. These are a simple Spanish Colonial Revival style, constructed in concrete and terra cotta tile with stuccoed exteriors, and low-pitch, red-tile, cross-gable roofs. While the plans vary within and between the three groups, the exteriors are consistent in their design elements and detailing (see Photo 11). Entries are through concrete slab porches. The interiors are typical of the many small homes of

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# National Register of Historic Places Continuation Sheet

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similar design character built in San Diego during the Twenties and Thirties. Typically, they have living rooms featuring a brick fireplace, which serves as an entry and circulation space. Bedrooms and baths are at one side of the living room, dining and kitchen to the other. A patio/sleeping porch is off the rear of the living rooms. The larger Field Officers Quarters (Buildings J through S) also had a servants quarters, a feature seldom found in small homes of the period. All quarters have partial basements, an unusual feature in this region. The quarters have been altered without consistency, the typical most of which is the replacement of wood casement windows with aluminum sliders.

The layout of these quarters reflects the influence of town planning ideals of the Twenties and Thirties. The quarters are grouped in "superblocks" with ample shared greenspace around and at the center of each block (see Photo 12). The company officers quarters were built as a block of ten with attached garages, with every two quarters sharing a common driveway. The non-commissioned officers quarters are in two blocks of ten and twenty, sharing six community garages, each with five bays.

### Non-contributing Buildings.

Seven of the buildings in the Rockwell Field District, or eleven percent are non-contributing. Two historically associated buildings are included which have lost their architectural or contextual integrity due to alterations or being moved. The five other buildings include architecturally dissimilar buildings constructed after the Army's use of the facility, and whose design characteristic are no considered to contribute to the architectural integrity of the district.

A large Prefabricated Steel Warehouse (Building 825, 1918; now General Warehouse) complex occupies much of the northerly portion of the district. The primary construction components are identical to that described for Buildings 830 and 833 above. Now consisting of five side-by-side bays, the building was originally laid out as two bays and grew to the north with the addition of building elements over the years of the Army's occupation of the site. While it reached its present general configuration during the period of historic significance, and

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its location is original, this building has lost most if not all of its integrity through substantial alteration. The most obvious of these has been the construction of contemporary-styled, stuccoed, wood-framed, store-front facades across the entire west elevation (facing on Quentin Roosevelt Blvd.) and parts of the north and south elevations. This alteration to the original character of the multiple gambrel-roofed profile of the building has effectively compromised its integrity as a contributing element to the district's historic character. Significant alterations in sliding doors and window configurations have also occurred on the still exposed eastern elevation of the building along Wright Avenue, and the building's structure has deteriorated because of the hostile marine environment.

The Oil Dispensing Station (Building 500, 1918; now Hobby Shop Garage) is a simple, flat-roof, rectangular, box-like concrete-and-tile building, with a stucco finish but no Spanish Colonial detailing. It has multiple automobile service bays, and has contemporary wood shed roofs attached. While it, too, is one of the original 1918 buildings, it was relocated ca. 1942 from a few hundred meters to the north. Its integrity as a interpretive element within the district has been further diminished by being completely fenced in by an eight-foot-high metal wall to the east and Building C-139 to the north and west. These factors have compromised its integrity as a contributing element within the district.

The Cadet Mess Hall and Galley (Building 515, 1936; now Personnel Support Detachment) was built by the Navy soon after the consolidation of the Rockwell Field District. It is a one-story wood-framed stucco building, with a low-pitched and gabled composition shingle roof. Its plan is I-shaped, having a narrow east-west central axis with perpendicular wings centered at each end. Double-hung aluminum windows are regularly spaced along all elevations. Porched entries centrally-pierce the east, north and west elevations. Minimal Moderne detailing occurs on these porches, and at the slightly-massed gable end of each wing. The building possesses no architectural detailing that integrates it with design themes in the neighboring contributing buildings, and does not contribute to the architectural integrity of the district.

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Bachelor Officers Quarters (Building 864, 1942; now Bachelor Officer and Enlisted Housing, and Petty Officer Mess) was built by the Navy at the beginning of World War II as part of a rapid expansion of "temporary" berthing facilities required to accommodate the explosive increase of personnel at North Island. It consists of four long, parallel one-story wings, running on narrow east-west axes, paired to the north and south of a central, perpendicular-axis rectangular core unit that served as a galley and mess hall. Construction is of a plain, utilitarian design, with wood-framed, stuccoed walls and low-pitched, gabled roofs with composition shingles and exposed eaves. Windows are double-hung aluminum, regularly spaced in pairs on all elevations. The building possesses no architectural detailing to integrate it with the Spanish Colonial theme in the neighboring contributing buildings, and does not contribute to the architectural integrity of the district.

Located adjacent to and surrounding Building 500, Military Welfare and Recreation Hobby Shop (Building C-139; 1949/1965) constitutes a very simple, literally box-like, all-steel, flat-roof building, on an L-shaped plan. Building C-139 is representative of a number of buildings and other structures located on NAS North Island which are constructed wholly of discarded aircraft packing crates. These were originally used for the "mothballing" of aircraft, and are substantially constructed and weather tight. Scores of these large, embossed-sided steel containers were left to the air station in 1949 and have been used ever since for the construction of "temporary" warehouses, shop facilities, fences and walls. Their portability means that they are often moved and reused. Here, and elsewhere, these do not constitute significant structures, and Building C-139 does not contribute to the integrity of the district.

Intruding into the largest block of Non-commissioned Officers Quarters and Garages is an Electrical Utilities Building (Building 514, ca. 1980's). This is a small, plain, windowless, flat-roofed, box-like structure, with a stuccoed exterior and no Spanish Colonial detailing. It does not contribute to the architectural integrity of the district.



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As realized in 1933, the Rockwell Field site plan has been somewhat altered with intrusions by these noncontributing buildings. Other modifications in setting have occurred with the filling of the Spanish Bight, and through the encroachment of new development along the margins of the district. The construction of new hangar facilities outside the western boundary beginning in the Forties has eliminated the original open access to the then Army landing field. However, even though these have imposed on the original spatial characteristics of the district, the artistry of its designers remains evident, and some sense of the character of the district during its period of historic significance remains, especially when viewed from the outside inward.

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### Historical Context/Significance.

The Rockwell Field District represents the surviving industrial and residential core of the first permanent Army airfield in the United States. This airfield played a fundamental role in the development of United States military aviation in the period before and during World War I. Neither aviation or the Army were new to North Island when the Army established itself there in 1912. The wind and climatic conditions at San Diego intrigued flying enthusiasts as early as the 1880's, when gliders were flown from area bluffs. Climatic conditions, and the characteristic of flat terrain, good beaches and protected stretches of water, attracted the aviation pioneer and Wright Brothers' competitor, Glenn H. Curtis, to North Island in 1910. Through the intervention of a local flying club, the land owner, the Coronado Beach Company, was persuaded to permit Curtis to use North Island for his Aviation School. As part of his promotion, Curtis offered flying lessons to Army and Navy officers, in order that the military might assess the adaptability of his airplane designs for military aviation. In January 1911, Curtis opened the first Military Aviation School there with a class of four - three Army lieutenants, and one from the Navy (Sudsbury 1967).

In response to its experience there with Curtis, the Navy's aviation unit established its winter quarters at North Island in 1912. This tent camp outpost, called "Camp Trouble," was located on the northeast corner of North Island, at the point where the Spanish Bight merges with San Diego Bay. Consisting of three planes, three tents, three pilots, and some mechanics, this group stayed until April, then returned east. The Navy would not return to North Island until 1917.

In May 1912, with the departure of the Navy, Curtis invited the Army's air units, then part of the Signal Corps, to share his facilities. Within six months of the November 1912 arrival of the first detachment of twelve men, the Army determined to assemble all its air equipment and personnel at North Island,

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relocating them from temporary facilities at College Park, Maryland, and Augusta, Georgia (Copp 1980). By the winter of 1914, the Army was establishing facilities at the site of the Navy's Camp Trouble. Called the Signal Corps Aviation School (later changed to Rockwell Field), this became the Army's first permanent flying field. The initial shops, hangars and quarters at the Camp Trouble site were constructed as temporary, wood frame, board-and-batten buildings with tar paper roofs (Sudsbury 1967). Low-pitch gabled and lean-to designs were used for these. None of these buildings, however, survived the subsequent establishment of the permanent NAS San Diego facilities on the site.

The military's attentions to the North Island site continued to increase during this period. Between July and December 1914, the newly-formed 4th Regiment, U. S. Marine Corps, was in a temporary tent camp, known as Camp Howard, a few hundred meters south of the Aviation School's Camp Trouble site (and outside the Rockwell Field District). The Marine regiment had been assembled from West Coast guard companies and bivouacked in San Diego in anticipation of hostilities with Mexico. By early 1915, the regiment had relocated to Balboa Park, and in 1917 began establishing themselves at the developing San Diego Marine Barracks (now the National Register-eligible Marine Corps Recruit Depot) (Sudsbury 1967). The site of Camp Howard was determined eligible to the National Register in 1977 (Federal Register, Vol. 42, No. 109; June 7, 1977). However, there are no structures or features surviving from the 1914-1915 activities, and the bivouac site now lies beneath streets and buildings in the NAS North Island industrial area.

In May 1917, one month after the United State's entry into World War I, a joint Army/Navy board was searching for the best location for an aviation school to train desperately needed flyers. They recommended that the U. S. Government take immediate possession of North Island for the joint uses of the "Army and Navy Air Services." A thorny problem with this joint occupancy and the Navy's return to North Island was how the land was to be divided. The key issue was the Navy's need for direct

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access to the waters of San Diego Bay and the Spanish Bight in order to operate seaplanes. This required that the Army not only give up their original bayside location, but also lose its admittedly temporary structures. The formal transfer of control of the site of the new Naval Air Station, San Diego (NAS San Diego), took place in June 1917, and by the end of the year a joint-use agreement and formal boundary line had been agreed to by both parties (Sudsbury 1967).

Planning for permanent facilities at both NAS San Diego and the Rockwell Field District started in mid-1917. The War Department had directed compatible design themes for the two bases, with strong suggestion of a "type of architecture that prevails in Southern California" (Rutledge and Minor 1982). Suggested was the "Spanish Colonial Revival" style, which was strongly influenced locally and regionally by the Bertram Grosvenor Goodhue-designed buildings at the 1915 Panama-California Exposition in San Diego's Balboa Park. For the military, the style was conceived as being of a simpler approach than the richly ornamented buildings of the Exposition. Rather, they would be of a "Spanish military style," without much in the way of decoration (Williamson and Watts 1988).

While the Navy retained Goodhue himself to design the air station, the Army selected the well-known Detroit industrial architect, Albert Kahn to develop a site plan and building designs. As soon as planning had begun, however, the necessity of preparing the Rockwell Field to play an immediate role in the training of pilots for World War I required the erection of numerous temporary structures. Many of the student pilots lived in tent camps. Implementation of the approved Kahn site plan awaited funding. As this was forthcoming, construction of permanent structures at Rockwell Field (and NAS San Diego) began in mid-1918.

During World War I, Rockwell Field provided training for many of the pilots and ground crews sent to France. It also was the source of men and aircraft for the Sixth and Seventh Aero

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Squadrons, which established the first military aviation presence in Hawaii and the Panama Canal Zone, respectively.

Construction came to a complete standstill with the end of World War I (November 11, 1918). The only permanent buildings completed were three hangars, a hospital and lab, two officers' duplexes, a gate house/meter house and an oil dispensing station. Numerous temporary structures were also in continuous use, including a post exchange, machine shop, aero supply, garage, and mess halls. No new buildings would be started until 1933.

Rockwell Field did not fare well into the early 1920's. The airfield's complement of troops rapidly diminished. The flight School discontinued operations in January 1919. Two months later 1,200 men were discharged at Rockwell Field. In October 1919 there were only eighty-four officers, 381 enlisted men, and 17 civilians at Rockwell. Nineteen-twenty was even worse. In these two years, Rockwell Field was demoted from being one of the major Army Air Corps training bases on the West Coast to an Aviation General Supply and Repair Depot. A proposed pursuit school was never opened.

This was generally reflective of the trends in the public attitude of the time toward the military. Because of great romantic disillusionment following World War I, the Twenties was a decade of serious considerations of disarmament and attempts at outlawing war by many of the major military powers, including the United States. Coupled with public sentiment in opposition to maintaining levels of government spending and a rising tide of isolationism, allocation for military construction was minimal at best.

Through this period Rockwell Field continued to decline. By the end of 1922, there were only 10 officers, 2 warrant officers, 42 enlisted men, and 190 civilians employed at the airfield. Even though little else but aircraft repair was carried out at Rockwell Field, this is not to say it was

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moribund. The airfield was part of several important aeronautical events of the period. Lt. Jimmy Doolittle landed there in September 1922 after establishing a new transcontinental flight record. The first non-stop transcontinental flight, originating at Roosevelt Field, New York, was accomplished by Army pilots and ended at Rockwell Field in May 1923. In June of that year, pilots from Rockwell Field conducted the first-ever mid-air refueling flight.

Through the Twenties and early Thirties, pilots in the United States military worked hard in trying to make the public more aviation-conscious (Chambers Consultants and Planners 1982). Budgets were extremely limited during this period, and it was thought that only by demonstrating the potentials of air power would money be forthcoming from Washington. While most of the Army's aviation was still centered in the East, Rockwell Field continued to play a part in this ongoing effort.

Army-Navy inter-service rivalry for control of North Island had been rampant ever since joint tenancy was established in 1917. Despite the established boundary, the Navy was determined to have the entire North Island land area to itself, and the Army was equally adamant about staying, arguing that they had been in residence since Glenn Curtis had invited them to share his facilities in 1912. As the Navy's emphasis was shifting from seaplanes to the land planes used on aircraft carriers, its requirement for land instead of the surface of the bay and bight increased. Congestion became a problem. Although the Army had always been adamant about their need to retain use of their half of North Island, a joint congressional committee investigated the problems of the two air facilities and sought a solution to the Navy's frequently stated demand for use of the entire North Island land area. In May 1929 the Joint Army/Navy Board recommended the Rockwell Field should be phased out and a new Army airfield be developed elsewhere on the West Coast. However, this was a long-term goal, and no resolution was forthcoming.

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Because of the continuing cramped conditions at NAS San Diego, one solution sought was to expand the available land. In connection with deepening the harbor ship channel to accommodate deep-drafted Navy ships (and especially aircraft carriers), sixteen million cubic yards of dredge spoils were dumped onto the tidal flats along the northwestern shore of North Island. This increased the area of North Island by some 620 acres, mostly to the benefit of NAS San Diego.

As this land-building process was under way, agreement was reached within the War Department to grant the Navy complete control of North Island. After visiting the air station and the Army airfield on an inspection tour in October 1935, President Franklin Roosevelt issued an Executive Order transferring Rockwell Field and all its buildings to the Navy. The Navy took over jurisdiction of the Army's portion of North Island at the end of October 1935. This action also changed the name of the now combined facilities to "Naval Air Station, North Island" (NAS North Island). The Army immediately ceased air operations at Rockwell Field, moving most of their aircraft and functions to March Airfield, in nearby Riverside County. It took another three years to completely phase-out Army activities at North Island (Chambers Consultants and Planners 1982).

The U. S. Army Rockwell Field Historic District clearly has eligibility to the National Register of Historic Places under Criterion A: the history of its development and use has important associations with the broad national and regional themes in the early history of military aviation in the United States. As the first permanent Army airfield in the United States, its function as an active Army airfield on North Island in the period 1912 and 1918 made important contributions to both the initial development of United States military aviation and the success of these forces in World War I. The period of its decline (1919 - 1935) was also representative of the wide ranging difficulties in the lack of support and funding the military endured during much of the period between the World Wars. The Rockwell Field District contains the surviving

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elements of the Army's period of activity on North Island, and can, in part, convey a sense of the district as it existed during that period.

Architectural Significance.

The principal masonry buildings of the Rockwell Field historic district exemplify the development of Mission and Spanish Colonial Revival architecture in Southern California, and the evolution of the prefabricated metal building type. Five 1918 Mission Revival buildings are the work of Detroit architect Albert Kahn, who was widely known for his designs for industrial architecture. The buildings of the 1932-1933 construction program, designed by the U. S. Army's Quartermaster General's Office, are representative of the military construction of the era, and mirror trends in civilian architecture in the region. The architecturally-anonymous metal hangers and warehouse buildings are considered significant for their place in the development of the technology for prefabricated buildings.

At the time of this commission for the Army, Albert Kahn was already well known for his numerous designs for automotive plants in the Detroit area. He designed the Packard Motor Car Company plant there in 1903. This led to other commissions for Packard, and for the Chalmers Motor Car Company (1907), Hudson Motor Car Company (1910), Continental Motor Corporation (1912), and for his best known work, the Ford Motor Company's Highland Park, Michigan Plant (1909-1918). Kahn also designed office buildings, institutional work, and was known in Detroit as a designer of gracious Tudor and Georgian Revival residences. During World War I, his office was retained by the Army to design and supervise construction of many of their early aviation facilities, including the U. S. Aviation School at Langley Field, Virginia (1917). During his life he was often lauded as a modernist, while he was, at the same time, much appreciated for his more traditional image designs.



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The Kahn buildings in the Rockwell Field District are Mission Revival with a suggestion of the then emerging Mediterranean. Kahn did no other major work in this style, and doubtless used it to meet the specific requirements of his commission. One suspects that Kahn was influenced by the Mission and Spanish Colonial Revival work he found in San Diego, including Goodhue's buildings at the Panama-California Exposition, the work of San Diego architects Irving Gill and the firm of Mead and Requa. Frank Mead and Richard Requa were associate architects on the Rockwell Field design and construction. Their firm was well known in Southern California for their Mission, Spanish and Pueblo Revival buildings, and the style of the Rockwell Field District buildings is quite similar to their work (Williamson and Watts 1988).

The working drawings of the duplex Officers' Quarters elevations carry the initials "A.K.", suggesting that Kahn himself participated in the design of these buildings. The symmetry and grand scale achieved by attaching mirrored plans make these simple, small homes seem rather formal, and larger than they really are. The interior design is revealing of Kahn's interest in the then popular Arts and Crafts movement. The design for the Hangars is interesting for the richness of decoration applied to a utilitarian building. Kahn's Laboratory Building and Hangars at Langley Field are richly embellished brickwork, enlivened with attractive tile patterns (Ferry 1970). The Hangars at Rockwell Field seem to be stucco versions of those at Langley Field. It is unfortunate that this detailing is so covered with paint and new construction as to be nearly invisible today.

The steel warehouses are survivors of a construction type that was just coming into use in 1918, eventually becoming ubiquitous at many Army and Navy bases, including the neighboring NAS San Diego. Factory prefabrication of metal utilitarian buildings had developed in the late-nineteenth century. By the second decade of this century a number of companies were manufacturing such prefabricated metal

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buildings. The material demands of World War I required the scaling-up of production to quickly manufacture large numbers of these buildings. Over twenty of these prefabricated metal buildings once formed the bulk of construction at the base. Historic photographs show that Building 830 was among the first of these erected, is still in its original site, and is reasonably intact, making it unusual among the buildings of this type at North Island. It can be said, then, to contribute to a sense of the character of Rockwell Field during the period of its historic activity. Buildings 830 and 833 are significant in the history of prefabricated buildings. Though they were always intended to be temporary, as happens so frequently with "temporary" construction, their utility has proved to be long-lived.

The 1932-1933 housing is reflective of Southern California trends in housing and neighborhood planning during the Twenties and Thirties. The site plan calls to mind characteristic middle-class, suburban developments of the time, Rockwell Field being truly a small city within an industrial base. The houses are grouped in "superblocks" surrounding shared central greenspaces. The simplified revival exterior and layout of the interior are typical of the smaller Southern California Spanish houses that proliferated during the period. These were middle class "everyman's" homes, the modest central hearths, craftsman details, and maximized use of space. Contemporaneous-constructed street-scapes similar those in the Rockwell Field District can be seen the San Diego neighborhoods of North Park and Kensington. Today, however, many of the latter have suffered from intrusion by new construction. The quarters blocks in the Rockwell Field District may unique in the way they preserve their planned architectural integration and the ideals of a depression-era "Garden City" (Williamson and Watts 1988).

The Rockwell Field Historic District can be compared and contrasted with other military construction of the same period. Rockwell Field had an ambitious, but largely unrealized, development plan. Kahn's buildings for the U. S. Army Aviation

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School, Langley Field, Virginia (1917) are related architecturally, and were carried through, while Rockwell Field languished. Up the coast from Rockwell Field, Fort McArthur, San Pedro, California (1916-1918) was developed by the Army at the same time in a related architectural style, and designed by Quartermaster General's Office architects in Washington. Of course, the most obvious comparisons are with the neighboring NAS San Diego Historic District. Goodhue's design for NAS San Diego was much more completely realized than Kahn's, but comparisons are still possible. The buildings of the two facilities reflect their designers different approaches to similar requirements. This can especially be seen in the Hangars, where Goodhue's show a strong Pueblo influence contrasted with the muted Mediterranean theme in Kahn's design (Oliver 1983; Ferry 1970).

The buildings of the Rockwell Field District clearly have historic architectural significance. As a group, they are eligible to the National Register of Historic Places under Criterion C: the district's contributing buildings variously present the architecture and planning ideals of two generations: the linear plan of Kahn and his elegant Mission Revival buildings, and the depression-era "Garden City" style with its pared-down, Spanish style cottages. Kahn's buildings represent the work of a master, being unique examples of his use of the Mission/Spanish Colonial Revival style in an architectural genre outside his recognized area of mastery. In this, they possess high artistic values. The buildings of the Rockwell Field District also represent contrasting approaches to industrial military architecture during this historic period: Kahn's detailed Mission Revival hangars, and the purely utilitarian, factory-produced, prefabricated steel buildings. Their joint presence within the district provide for the contrasting of these divergent designs in their original contexts. Further, as a group, the Rockwell Field District buildings possess sufficient integrity of location, design, setting, workmanship, feeling and association to convey a sense of the character of U. S. Army Rockwell Field during its historic period of use.

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UTM References: F. 11/481580E/3618080N  
G. 11/481860E/3618120N

Verbal Boundary Description (cont.): F and G. The Rockwell Field (South) is located at UTM reference points C and D.

The eastern boundary of Rockwell Field (North) starts at the east end of the curved turning lane between Wright Avenue and McCain Blvd., runs back to the west along this curve to the west side of Wright Ave., and south-southwest along Wright Avenue to "J" Road East, then west-northwest along the north side of "J" Road East to its intersection with Quentin Roosevelt Blvd. From there the boundary runs north-northeast for approximately 2,400 feet along the east side of Quentin Roosevelt Blvd. to the entry drive to the Building 864 parking lot, where it turns a right angle to the west-northwest for approximately 200 feet to a point immediately adjacent to the southwest corner of Building 833. At this point, the boundary turns to the north-northeast along the west side of Building 833 for 450 feet to the north side of "B" Road West, and then runs to the west-northwest across the south side of Building 830 to its southwest corner. The boundary follows the west side of Building 830 to its northwest corner, and then east-southeast along the building's north side and "A" Road West for approximately 225 feet. At this point it runs to the north-northeast along the west side of Building 503 to its northwest corner, and then along that building's north side approximately 175 feet to the east side of Quentin Roosevelt Blvd. From here, the boundary follows Quentin Roosevelt Blvd. to the north-northeast, around the curved turning lane from Quentin Roosevelt Blvd. onto McCain Blvd., returning to its point of origin.

The Rockwell Field (South) sub-district boundary is defined by the inside curb of the perimeter roads and driveways surrounding Buildings U-T and V, and their attendant lawns and gardens. The north side of the boundary begins at the southeast corner of the intersection of the Officer's Club (Building X)

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access drive and "K" Road, running approximately 550 feet to the east along the south side of "K" Road, then south across the turning circle to the north side of the back driveway access. From this point, it runs back to the west 550 feet to west side of the Officer's Club access drive, and then north 150 feet to its point of origin.

Boundary Justification (cont.): system has been subdivided toward its southern extreme by the circa-1951 extension of NAS North Island runway "11/29." This has necessitated the segregation of the district into the two subdistricts, Rockwell Field (North) and Rockwell Field (South).

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Informational and descriptive annotations to Photographs, listed sequentially by photo number. Historic building names are used. Current building numbers are used and keyed to Sketch Map.

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1. Name of Building: North Island  
Name of District: U. S. Army Rockwell Field Historic District (same for all photographs listed below)
  2. City & State: San Diego, California (same for all photographs listed below)
  3. Name of Photographer: U. S. Army
  4. Date of Photograph: ca. 1922
  5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives
  6. Description of View: Oblique aerial view to north, with Rockwell Field in foreground and NAS San Diego in middle distance on edge of San Diego Bay. Spanish Bight and causeway at right.
  7. Photograph Number: 1
- 

1. Name of Building: Architectural Design Rendering, Army Aviation School, Rockwell Field
3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego; original rendering by Albert Kahn/Mead & Requa, ca. 1918
4. Date of Photograph: Unknown
5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives

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6. Description of View: Oblique view to northwest showing designed layout of Rockwell Field site plan.

7. Photograph Number: 2

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1. Name of Building: North Island

3. Name of Photographer: U. S. Navy

4. Date of Photograph: ca. 1933

5. Location of Original Negative: Ticor Collection, San Diego Historical Society Archives

6. Description of View: View to southwest, with Point Loma in background. NAS San Diego wraps around near shore; Rockwell Field is building groups beside Spanish Bight beyond causeway at left. Note reclaimed tidelands along west shore.

7. Photograph Number: 3

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1. Name of Building: Officers' Houses (Quarters V)

3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego

4. Date of Photograph: 1988

5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego

6. Description of View: View to south of north elevation.

7. Photograph Number: 4



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1. Name of Building: Officers' Houses (Quarters T and U)
3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
4. Date of Photograph: 1988
5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
6. Description of View: View to south of north elevation.
7. Photograph Number: 5

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1. Name of Building: Hangar (Bldg. 501)
  3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego
  4. Date of Photograph: 1988
  5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
  6. Description of View: Oblique view to southeast of west elevation; showing windows and arched doors.
  7. Photograph Number: 6

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1. Name of Building: Aero Supply Warehouse (Bldg. 830)
  3. Name of Photographer: James Watts, A.I.A.
  4. Date of Photograph: 1988
  5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego
  6. Description of View: View to northwest of south elevation.

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7. Photograph Number: 7

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1. Name of Building: Bachelor Officers' Quarters (Bldg. I)

3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego

4. Date of Photograph: 1988

5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego

6. Description of View: Oblique view to southeast of west elevation

7. Photograph Number: 8

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1. Name of Building: Bachelor Officers' Quarters (Bldg. I)

3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego

4. Date of Photograph: 1988

5. Location of Original Negative: Natural Resources Office, NAS North Island, San Diego

6. Description of View: Interior of main salon, viewed to southeast from main entry.

7. Photograph Number: 9

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1. Name of Building: Bachelor Officers' Quarters (Bldg. I)

3. Name of Photographer: Robinson/Ward, Architectural Photographers, San Diego

4. Date of Photograph: 1988

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Continuation Sheet

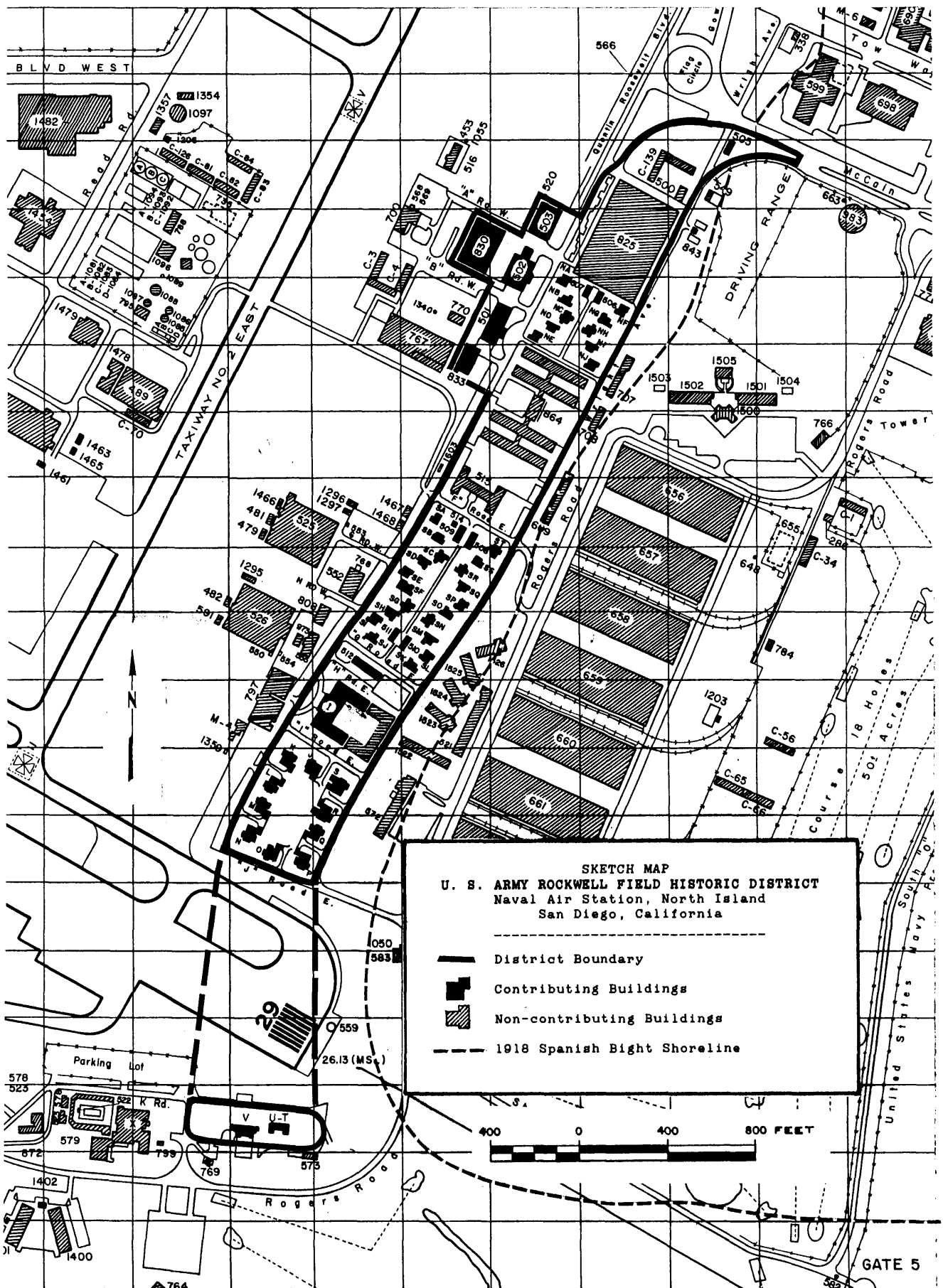
Section number Photos Page 5

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5. Location of Original Negative: Natural Resources  
Office, NAS North Island, San Diego
6. Description of View: View to northwest across central  
courtyard.
7. Photograph Number: 10

- 
1. Name of Building: Married Officers' Quarters  
(Quarters O)
  3. Name of Photographer: Robinson/Ward, Architectural  
Photographers, San Diego
  4. Date of Photograph: 1988
  5. Location of Original Negative: Natural Resources  
Office, NAS North Island, San Diego
  6. Description of View: View to north of south elevation.
  7. Photograph Number: 11

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1. Name of Building: Married Officers' Quarters  
(Quarters N, O and P)
  3. Name of Photographer: Robinson/Ward, Architectural  
Photographers, San Diego
  4. Date of Photograph: 1988
  5. Location of Original Negative: Natural Resources  
Office, NAS North Island, San Diego
  6. Description of View: View to northwest of south end  
of Married Officers' Quarters "superblock,"  
showing landscaping and common greenspace.
  7. Photograph Number: 12



**SKETCH MAP**  
**U. S. ARMY ROCKWELL FIELD HISTORIC DISTRICT**  
 Naval Air Station, North Island  
 San Diego, California

- District Boundary
- Contributing Buildings
- ▨ Non-contributing Buildings
- - - - 1918 Spanish Eight Shoreline

400 0 400 800 FEET

GATE 5

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

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### SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 75002185 Date Listed: 5/21/91

<u>Rockwell Field</u>	<u>San Diego</u>	<u>CA</u>
Property Name	County	State

N/A  
Multiple Name

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 This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

*for* *Autawellen Lee*  
 Signature of the Keeper

*5/21/91*  
 Date of Action

=====  
**Amended Items in Nomination:**

**Statement of Significance:** The Areas of Significance is amended to read: Architecture, Military.

This information was confirmed with Andrew Yatsko III, Natural Resources, Naval Air Station North Island, San Diego.

**DISTRIBUTION:**  
 National Register property file  
 Nominating Authority (without nomination attachment)