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NATIONAL REGISTER

United States Department of the Interior National Park Service National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). 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 Hangar One

other names/site number Hangar One

2. Location

street & number 5701 West Imperial Highway

N/A not for publication

city, town Los Angeles

N/A vicinity

state CA

code

county Los Angeles

code

zip code 90009

3. Classification

Ownership of Property

private

public-local

public-State

public-Federal

Category of Property

building(s)

district

site

structure

object

Number of Resources within Property

Contributing

Noncontributing

1

_____ buildings

_____ sites

_____ structures

_____ objects

1

_____ Total

Name of related multiple property listing:

NA

Number of contributing resources previously listed in the National Register 0

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

Signature of certifying official
Stacy R. Benge
California Office of Historic Preservation

Date
Jan 23, 1992

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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:)

for Signature of the Keeper

Date of Action
7/30/92

6. Function or Use

Historic Functions (enter categories from instructions)
Transportation/air-related

Current Functions (enter categories from instructions)
Transportation/air-related

7. Description

Architectural Classification
(enter categories from instructions)

Materials(enter categories from instructions)

Mission/Spanish Colonial Revival

foundation concrete

walls stucco

brick

roof terra cotta

other _____

Describe present and historic physical appearance.

Hangar One is a two story rectangular brick and concrete industrial structure with flanking one story bays and corner towers designed in the Spanish Colonial Revival Style. Located on the cargo area tarmac of the Los Angeles International Airport in close proximity to the runway, the building is substantially intact.

The shaped gable roof parapet of the symmetrical east elevation has a slightly stepped cornice line, is capped with new red tile coping and a Mission style open arch bell surround at the apex. It is flanked by raised parapet blocks with a galvanized iron square finial which caps the intersection of the gable and flat roof parapets. The parapet wall is anchored at both ends by engaged slender cylindrical towers which rise out of flanking one story shed roofed buildings. Each tower is capped with red tiles and an urn finial. The one story brick building features buttressed front corners and red tile clad roofs on the wings with slightly projecting eaves and exposed joist ends. Windows throughout are metal casements.

The west elevation mirrors the parapet treatment of the east elevation but is anchored by two large towers. The four story bell tower to the north features arched window and door openings, stepped detailing, corner buttresses, and chamfering with ornamental chamfer stops. Window openings in the tower are coupled on the first two levels and singular on the third and fourth. The third floor of the tower has wrought iron balconettes and French doors. The fourth level is stepped back to create a viewing deck and is capped by a domed roof painted in a decorative geometric design. The smaller three story tower at the southwest corner is a simple square with inset windows, octagonal cupola and tile roof. The original two story high six-panel horizontal bi-fold doors located between the towers on the east and west elevation are fixed in place. Each panel contains a six-part arched window assembly with small multiple lights.

The primary feature of the north elevation is the arcade with its tiled shed roof which runs along the ground floor. The horizontal parapet of the two story main space follows the detail and lines of the east and west facades. The parapet is broken into bays by stepped pilasters with each bay containing a metal framed industrial type clerestory window assembly with flat trim surround. The south elevation reflects the detailing on the north facade without the open arcade. The inset ground floor arched windows are divided into multiple small lights.

The gable roof of the main structure, with its ridgeline running east to west, has received a new membrane and sheathing. Red roof tiles and coping cover the wings. The existing skylights have been cleaned and repaired.

The interior of the building reflects its industrial use and is essentially a large open space with exposed roof trusses. The northwest tower ground floor was originally designed as a waiting area. The upper floor offices are accessed by a circular wrought iron stair. All existing metal framed glazing has been cleaned and repaired or replaced with original openings remaining intact. New exterior wood doors were manufactured to match previously removed original doors in existing openings. New interior work includes office partitions, suspended acoustical ceiling and light treatment, and seismic compliance work. Two new 30" cubic compressors provide the building with a heating, ventilation and air conditioning system. Located on the north and south facades, they are screened from view.

See continuation sheet

8. Statement of Significance

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

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

Transportation

1929-1942

1929

Cultural Affiliation

Significant Person

Architect/Builder

Gable & Wyant

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

Hangar One is significant for its association with the major Southern California industry of aviation. Hangar One was the first hangar built during the infancy of the aviation industry as part of the Los Angeles Municipal Airport, which became today's Los Angeles International Airport (LAX). Hangar One is the only structure remaining today from the original Los Angeles Municipal Airport; its construction marked the beginning of extensive development on the airport site. Hangar One was the location of many important aviation events, including the landing of the Graf Zeppelin and the National Air Races on two occasions, and the hangar was also used by many famous aviators. The primary period of significance for Hangar One is from 1929, the year of its construction, to 1942, fifty years ago, because exceptional significance is not evident.

The land that was to become LAX was part of Rancho Ajuaje de la Centinela which was established by Ignacio Machado in 1833. Machado traded his property in 1845 to Bruno Avila, the brother of Antonio Avila who owned the adjacent Rancho Sausal Redondo. Together the brothers owned 25,000 acres of valuable land upon which the city of Inglewood and the airport would later be built. The ranchos changed ownership many times and were purchased by Sir Robert Burnett of Scotland in 1858 and sold to Daniel Freeman of Canada in 1885. Freeman helped form a land company which began the early development of the City of Inglewood.

In 1894, Andrew Bennett leased 2,000 acres (which now comprises the major part of LAX) from Freeman and planted wheat, barley, and beans. Over the next 30 years Bennett expanded his ranch to 3,000 acres, ran a successful ranch into the 1920s, and took an active role in the development of Inglewood as a builder and developer. In the early 1920s, William M. Mines leased a small section of Bennett's ranch for an aircraft landing strip between the fields. The dirt airstrip became known as Mines Field.

Though the aviation industry was still in its infancy in the 1920s, the City of Los Angeles recognized its potential and began to look for an airport site. Since the federal government forbade the use of federal funds to build or develop airports, the airport had to result from local government action. In 1926 Mines Field was included on a list of 13 possible sites for a municipal airport published by the Los Angeles Chamber of Commerce. The selection of Mines Field in 1927 as the site for the 1928 National Air Races, contributed to the final decision. On July 25, 1928 the City of Los Angeles selected Mines Field for the municipal airport and leased 640 acres of ranch property for ten years for use as an airport beginning on October 1. The airport was dedicated on June 7, 1930. The same year the lease on the land was renegotiated to 50 years, a demonstration of the City's commitment to the airport.

The aviation industry developed significantly in the United States in the late 1920s. In 1930 \$35 million went into airport development nationwide. Because of the climate, the new industry thrived in California, particularly in Southern California. By 1928 there were

See continuation sheet

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

LA Dept of Airports/LA Cultural Heritage Commission

10. Geographical Data

Acreage of property 8.7793

UTM References

A	<u>11</u>	<u>372120</u>	<u>3755450</u>
	Zone	Easting	Northing
C			

B			
	Zone	Easting	Northing
D			

See continuation sheet

Verbal Boundary Description

Description of a parcel of land at Los Angeles International Airport leased to DHL West of the "Imperial Cargo Complex".

A parcel of land, outlined in red on the accompanying Exhibit, Drawing No. 86069-80, situated in a portion of the southeast half of Section 6, Township 3 South, Range 14 West, San Bernardino Base and Meridian, in the "Rancho Sausal Redondo" Tract, recorded in

See continuation sheet

Boundary Justification

The boundaries encompass the historic resource and its immediate setting.

See continuation sheet

11. Form Prepared By

name/title Christy Johnson McAvoy/Principal date November 30, 1991
 organization Historic Resources Group telephone (213) 469-2349
 street & number 1728 North Whitley Avenue state CA zip code 90028
 city or town Hollywood

Continuation Sheet Hangar One

Description of physical Appearance continued (p. 1 of 1):

Seismic work has included installation of X-bracing, shear walls, anchoring of all wood framing to masonry walls, and pipe columns at steel beam and masonry wall connections. X-bracing is located in two interior bays behind the east and west elevation hangar doors and aligned to minimize exterior visual impact. New shear walls have been added to the open side of the towers in the northwest and southwest corners.

Hangar One, the original building on the site, is now flanked by industrial buildings of more recent vintage. The hangar retains its historic orientation to the runway. A certified historic structure, the renovation has been completed using the Secretary of the Interior's Standards for Rehabilitation.

Continuation Sheet Hangar One

Statement of significance continued (p. 1 of 2):

approximately 25 airplane and airplane motor manufacturers and about 40 aviation schools within the greater Los Angeles area. In 1930 California led the nation in the number of airports and federally licensed personnel with 154 airports, 1167 pilots, and 877 chief mechanics. Other municipal airports in Southern California, including the Metropolitan Airport (now Van Nuys Airport) in 1928 and the Ontario Airport in 1929, were developed at the same time as Los Angeles. National airport development trends slowed down with the Depression in the 1930s.

The Los Angeles Municipal Airport received international attention as the site of the National Air Races in 1928, 1933, and 1936. Each event drew approximately 200,000 spectators. The City of Los Angeles purchased the airport property in 1937. Hangar One is the only extant building associated with the site prior to the City's purchase of the property; the hangar continued to function as part of what would become LAX. In 1946 the major airlines relocated to the Los Angeles Municipal Airport from Burbank. On October 11, 1949 the airport's name was officially changed to "Los Angeles International Airport".

Hangar One, the first hangar built at Mines Field, was built in 1929 by the Curtiss-Wright Company after the City had leased the Bennett ranch land. The City subleased the land to the Curtiss-Wright Company. Construction began immediately at Mines Field on Hangar One. The first permanent runway was also built in 1929.

Constructed on the south side of the field, Hangar One was the first of several hangars of similar design intended to house planes and cargo. The construction of Hangar One marked the beginning of a \$2 million building program announced in 1929 by the Curtiss-Wright Company. The structures would serve as the training headquarters for the Curtiss-Wright Flying Service of California as a hangar and flying school. According to the Los Angeles Times, the plan included a series of eight student buildings and hangars with six more contemplated for "elaborate lounging rooms, dormitories, and other student quarters, as well as parking space for a large number of planes." At the time of its opening, Hangar One could house approximately 18 aircraft. Today, it could not accommodate even one modern medium-sized airliner.

Shortly after Hangar One's completion, the German dirigible Graf Zeppelin anchored at Hangar One's tarmac after crossing the Pacific from Japan during the first flight by an aircraft around the world. Thousands of sightseers came to the Los Angeles Municipal Airport to see the Graf Zeppelin, the newest and largest aircraft in existence, during its refueling stop. Many famous aviators used Hangar One, including Charles Lindbergh, Lt. James Doolittle, and actor and recreational pilot James Stewart. The hangar was subsequently leased to a series of users including the U.S. Army/Air Force in World War II; North American Aviation, Inc.; Rockwell International; Golden West Airlines; and Los Angeles Airways, a helicopter service.

The architectural firm of Gable and Wyant designed the Spanish Colonial Revival building with a red tile roof, a departure at the time from

Continuation Sheet Hangar One

Statement of significance continued (p. 2 of 2):

hangars customarily roofed with corrugated iron. Gable and Wyant produced period revival designs of considerable quality throughout the Southland, and were one of the architectural firms responsible for the overall image of the Beverly Hills commercial district. The firm designed the Beverly Hills Women's Club, the Beverly State Bank (at Canon Drive and Burton Way; now demolished), the Artists and Writers Building (in collaboration with Roy Seldon Price), and several residences in Beverly Hills; they also designed the Crenshaw House (1925) in Santa Monica. Gable and Wyant designed another hangar for the Los Angeles Municipal Airport in 1929 of a more traditional design.

Hangar One was designated Los Angeles Historic-Cultural Monument #44 in 1966 as "a symbol of the beginning of an airport now ranked one of the three busiest in the nation" and for its architectural integrity as an intact example of its style and type.

Continuation Sheet Hangar One

Major Bibliographic References

- Altschal, Jeffrey A. et al, "Playa Vista Archaeological Project", Statistical Research Technical Series No. 29, Part 1, pp. 62-64.
- AVIA Development, "Fast-Facts" for Hangar One Rededication December 20, 1990, dated November 2, 1990.
- "Brief History of Los Angeles International Airport", 1966.
- Elliott, Arlene, "The Rise of Aeronautics in California, 1849-1940", Southern California Quarterly, Historical Society of Southern California, Vol. LII, Number 1, March 1970, pp. 1-33.
- Hughes Aircraft Company, "...at the forefront of technology", pp. 6-11.
- Igler, Marc, "New Life for Flight Landmark", Daily Breeze, c. 1989.
- , "Preservation project recalls barnstorming, biplane era", Daily Breeze, December 21, 1990.
- Johnson Heumann Research Associates, "Beverly Hills Historic Resources Survey 1985-1986", pp. 68-71.
- "Los Angeles Airport Dedication Program", copy of original cover, June 7, 1930.
- Los Conservancy News, "AVIA Development Begins Renovation of Hangar One", p. 12.
- Los Angeles Cultural Heritage Board, Notice, November 17, 1966.
- Los Angeles Department of Airports, 50th Anniversary Annual Report, 1977.
- , "Hangar 1 Proposal Wins Endorsement", LAX/VNY/ONT/PMD NEWS, March-April, 1986, p. 1.
- Los Angeles Municipal Art Department, "Historical Background: Los Angeles International Airport", 1966, two pages.
- Smith, Doug, "Hangar: Old Building in Path of Demolition", Los Angeles Conservancy News, Vol. 4, No. 1, Spring 1982, p. 5.
- Southwest Builder and Contractor, August 23, 1929, p. 62, col. 2.
- Stump, Al, "The Day the Southland Won Its Wings", Los Angeles Herald-Examiner, February 4, 1973, p. A-8.
- "Training Service Hangar Completed", Los Angeles Times, October 13, 1929, Part V, p.8.
- "Wrecking ball awaits historical Hangar 1", newspaper article, undated.

Continuation Sheet Hangar One

Verbal Boundary Description continued (p. 1 of 1):

Patents Book 1, Pages 507 and 508 of Maps, all records of the County of Los Angeles, in the City of Los Angeles, State of California, bounded and described as follows:

Beginning at the Southeast corner of the aforementioned Section 6, said corner being a point on the centerline of Imperial Highway, 100 feet wide; thence westerly along the Section Line and said Imperial Highway centerline South 89 degrees 55' 39" West 1,490.60 feet; thence North 0 degrees 04' 21" West 429.00 feet to the TRUE POINT OF BEGINNING of this parcel; thence South 89 degrees 55' 39" West 322.33 feet; thence North 0 degrees 04' 21" West 441.00 feet; thence South 89 degrees 55' 39" West 20.00 feet; thence North 0 degrees 04' 21" West 200.00 feet; thence North 89 degrees 55' 39" East 20.00 feet; thence North 0 degrees 04' 21" West 537.14 feet; thence North 83 degrees 02' 06" East 126.58 feet; thence South 6 degrees 57' 34" East 67.00 feet; thence North 83 degrees 02' 26" East 190.00 feet; thence South 0 degrees 04' 21" East 72.99 feet; thence North 89 degrees 55' 39" East 20.00 feet; thence South 0 degrees 04' 21" East 42.00 feet; thence South 89 degrees 55' 39" West 20.00 feet; thence South 0 degrees 04' 21" East 294.00 feet; thence North 89 degrees 55' 39" East 20.00 feet; thence South 0 degrees 04' 21" East 42.00 feet; thence South 89 degrees 55' 39" West 20.00 feet; thence South 0 degrees 04' 21" East 295.33 feet; thence North 89 degrees 55' 39" East 20.00 feet; thence South 0 degrees 04' 21" East 54.00 feet; thence South 89 degrees 55' 39" West 20.00 feet; thence South 0 degrees 04' 21" East 252.00 feet; thence North 89 degrees 55' 39" East 20.00 feet; thence South 0 degrees 04' 21" East 42.00 feet; thence South 89 degrees 55' 39" West 20.00 feet; thence South 0 degrees 04' 21" East 25.27 feet to the TRUE POINT OF BEGINNING of this parcel, containing an area of 8.7516 acres.

Photograph Log

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Unknown
Date of Photograph: 1929
Location of Negative: HRG
View/Description: North and west elevations; view southeast.
#1 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Unknown
Date of Photograph: c. 1930
Location of Negative: HRG
View/Description: North elevation; view southwest.
#2 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Unknown
Date of Photograph: c. 1929
Location of Negative: HRG
View/Description: Aerial view of Hangar One and surrounding
airport structures.
#3 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Unknown
Date of Photograph: c. 1937
Location of Negative: HRG
View/Description: East and north elevations of Hangar One and
nearby airport structures; view southwest.
#4 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: West and south elevations; view northeast.
#5 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North elevation; view southwest.
#6 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North elevation; view southeast.
#7 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: East elevation; view southwest.
#8 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: East and partial south elevation; view
northwest.
#9 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: Hangar interior; main room.
#10 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: Hangar interior; main room.
#11 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: Hangar interior; fixed doors in main room.
#12 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North wing interior; representative windows and
office space.
#13 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North wing interior; representative office
space.
#14 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North wing interior; representative office
space.
#15 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: North wing interior; representative office
space.
#16 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: South wing interior; representative office
space.
#17 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: South wing interior; representative office
space.
#18 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: South wing interior; representative office
space.
#19 of 21

Hangar One
5701 W. Imperial Highway
Los Angeles, CA 90009
Photographer: Bill Doggett
Date of Photograph: 1991
Location of Negative: HRG
View/Description: Interior; representative office space.
#20 of 21

Hangar One

5701 W. Imperial Highway

Los Angeles, CA 90009

Photographer: Bill Doggett

Date of Photograph: 1991

Location of Negative: HRG

View/Description: Interior; representative partitioned south wing office space.

#21 of 21