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United States Department of the Interior  
National Park Service



# National Register of Historic Places Registration Form

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

## 1. Name of Property

historic name Madras Army Air Field North Hangar

other names/site number N/A

Name of Multiple Property Listing N/A

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

## 2. Location

street & number 2028 NW Berg Drive (on grounds of Madras Municipal Airport)  not for publication

city or town Madras  vicinity

state Oregon code OR county Jefferson code 031 zip code 97741

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

Applicable National Register Criteria:  A  B  C  D

Christine Curran 4-21-15  
Signature of certifying official/Title: Interim Deputy State Historic Preservation Officer Date

Oregon State Historic Preservation Office  
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

## 4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  determined eligible for the National Register

determined not eligible for the National Register  removed from the National Register

other (explain:)

Joe Edson H. Beall 6-8-15  
Signature of the Keeper Date of Action

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**5. Classification**

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

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

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

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

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

<u>Contributing</u>	<u>Noncontributing</u>	
<u>1</u>		buildings
		site
		structure
		object
<u>1</u>	<u>0</u>	<b>Total</b>

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions.)

DEFENSE: Air Facility

**Current Functions**  
(Enter categories from instructions.)

TRANSPORTATION: Air-Related

**7. Description**

**Architectural Classification**  
(Enter categories from instructions.)

OTHER: Utilitarian

**Materials**  
(Enter categories from instructions.)

foundation: CONCRETE

walls: ASBESTOS PANELS  
WOOD

roof: METAL

other: N/A

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### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

#### Summary Paragraph

The Madras Army Air Field North Hangar is located on the grounds of Madras Municipal Airport, 2028 NW Berg Drive, approximately three miles northwest of the city center of Madras, Jefferson County, Oregon. Built as a B-17 hangar in 1943 as part of the Madras Army Air Field development, it is one of the few remaining buildings in the area that survive from the period of active use during World War II. Used primarily for aircraft storage today, an associated concrete apron extends out from the west elevation toward the airport's triangular runway, with views of the valley's vast agricultural lands and the Cascade Mountain Range in the distance. Large and rectangular in footprint, the wood-framed structure has a poured-concrete perimeter foundation, wide asbestos siding over wood sheathing, and a series of bowstring trusses supporting an arched roof clad in steel standing-seam metal roofing. The hangar consists of a substantial main massing with corner pier door pockets extending on both sides of the front (west) elevation and a single-story projection on the rear (east) elevation, encompassing over 10,000 square feet in total. Two sets of five wood-frame telescoping doors characterize the main (west) elevation, while the north and south elevations consist of two sets of vertically-oriented window bands, each including five window bays with three four-over-four double-hung wood windows. The interior of the hangar is open and massive in scale, spanned by five wooden bowstring trusses supported by substantial wood columns. While the rear shed-roof projection is converted into an apartment, the main hangar space is largely intact and retains a high degree of historic integrity.

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### Narrative Description

#### Location and Setting

The Madras Army Air Field North Hangar sits approximately three miles northwest of the city of Madras, Oregon, just off Oregon Highway 26 in central Jefferson County. The county seat, Madras has a population of approximately 6,000 residents, and is surrounded largely by open, agricultural land. Historically part of the Madras Army Air Field, the hangar is now situated on the grounds of the Madras Municipal Airport.

The nominated area is less than one acre, situated on the southern end of a large 231.55-acre lot identified as tax lot 500 in Township 10 South, Range 13 east, Section 26. The eastern boundary of the nominated parcel is defined by NW Berg Drive, which runs north-south and separates the current airport functions to the west from the industrial park to the east. Structures associated with the Madras Municipal Airport and other aviation uses are oriented in a linear arrangement stretching from north to south along NW Berg Drive. A modern airport administration building and a second hangar nearly identical to the North hangar are situated to the south, while modern hangars and aircraft storage facilities have been built to the north.<sup>1</sup>

The immediate setting of the hangar has changed; the eastern side of the building abuts a new sidewalk and road (NW Berg Drive) that runs north-south, and the grade at this side is built up from the flat, gravel-filled lot that surrounds the hangar on the north, west, and south sides. (See Figure 4, Site Plan). A concrete apron extends from the door opening of the hangar toward the runway, ending at the paved

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<sup>1</sup> The south hangar is nearly identical to the north hangar, but has undergone interior and exterior alterations in recent years, removing much of the historic character. The south hangar is not individually eligible for listing in the National Register of Historic Places.

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asphalt taxiing surface. The asphalt surface, rectangular concrete pads, and the triangular runway extend further to the west, framed in the distance by rolling agricultural land and views of the Cascade Mountain Range.

## Exterior Description

The Madras Army Air Field North Hangar is a wood-framed building with a poured-concrete perimeter foundation and concrete slab floor. A utilitarian military design, the building is massive in size, measuring 149'-6" by 96' at its largest dimensions. Large and rectangular in footprint, the main massing is a soaring single story, with door pocket piers that extend from each corner of the west elevation. A smaller one-story height shed-roof projection extends from the rear (east) elevation. The roof on the main massing is clad in steel standing-seam metal and gently arches on the east and west elevations, following the shape of the interior structural truss system. The hangar is clad in 2'x8' sheets of light gray asbestos siding, with metal protectors at the corners. The wood doors, windows, and simple flat-casing trim are painted white.

The main facade of the hangar, facing west toward the airport runway, is characterized by a manually operated telescoping door-panel system that extends across the front of the building. (See Photo 4). The system consists of two sets of five wood-framed doors that retract into projecting pockets at each corner. The doors are wood frame with plywood sheathing, and contain three rows of three eight-paned fixed windows with wood mullions and muntins. Both sets of doors are set on separate steel tracks with lengths corresponding to the opening span of each door, and retract into the projecting pockets at each corner when the doors are fully open. Metal L-shaped bars extend through holes in the door framing to lock the doors in place by setting into metal plates in the concrete floor. The second door in from each end contains a small original plywood man-door. Each man-door contains one window: single pane on the south side, and double pane on the north. A narrow wooden grate sits in the concrete floor on the outer edge of the door tracks, serving as a drain at the hangar entry. Above the door opening, a flat projecting roof houses the telescoping doors and extends across the width of the hangar, bumping out around the projecting door pocket. There is a slight overhang to the roofing, but there are no attached gutters. Modern LED lights are centered on each corner pocket with visible electrical conduits, and a ladder is centered along the flat roof and stretches up the main building massing, but has been cut off just below the arched roof line. A metal-clad narrow gabled roof ventilator runs the length of the building and is narrowly visible just above the arched roof.

The north and south elevations are nearly identical, both organized vertically into five bays. Each bay consists of two window bands that stretch the length of the building. (See Photo 2). Each band has three four-over-four double-hung wood windows with wood trim, muntins, and mullions. Modern screw heads are apparent on much of the building where they have been used to secure the asbestos siding. The siding remains mostly intact, though some areas of deterioration are present at the building base due to moisture backsplash. On the north side of the building, a ladder scaling the height of the building on the back of the projecting door pocket has been removed.

The east elevation includes two separate massings: the main hangar space, and the smaller rear projection with a tall and broad stepped brick chimney. The southeast and northeast portions of the main massing contain the same window assembly as the bays on the north and south elevations, though a four-panel wood door is located in place of the center window opening on the lower band. The only other opening on the main massing is a louvered wood vent centered just below the arched roof line. The single-story shed roof projection is centered on the east elevation, its highest roof point nearly in line with the top of the upper window band. Most of the original fenestration pattern is altered on the rear projection, with vinyl sliding windows of varying sizes along the east and south east elevations, many with metal grates covering the window openings. The original service door in the center of the projection

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is covered with plywood sheet, leaving a six-panel metal door on the south end of the east elevation as the main entrance to this portion of the building. The original openings have been retained on the northeast elevation of the projection, as well as one window opening at the north corner of the east wall. These window openings are four-over-four fixed windows with wood muntins and mullions. A three-panel wood door with a window is inset against the main volume at the north wall of the rear projection. The stepped brick chimney is offset on the shed-roof projection and is flashed at the roof line.

## Interior Description

The telescoping doors on the west elevation of the building open into the main hangar, a massive open space measuring 120'x80'. The floor is a poured-concrete slab and is visibly stained with oil and other material debris. The wood-framed structure is divided into five bays on the north and south walls. Structural columns between each bay consist of three 5 1/4"x14 3/4" boards sistered together with bolts, creating a 10 1/2"x10 1/2" post. The posts rest on the poured perimeter foundation, creating a series of slightly offset window bays on the interior. Each bay on the north and south walls has two sets of stacked diagonal cross-braces spanning across the windows. The first brace reaches to the height of the first window opening, while the second brace is longer, stretching twice that distance. The wall sheathing of the window bays is diagonal board, except at the top third of the wall where horizontal board covers the original third window band. Some original signage remains on the north and south walls, including station location numbers, and a few with the station tasks still listed (see photo 8). The two most intact signs are along the north wall, with noted tasks for "Station 6" including "Cowling Up, Final Inspection, Fuel Capacity, Engine Run Up, Communications, and Armament." "Station 5" was designated for "Engine Control, Cockpits, and Cabins."

The east (rear) wall of the hangar interior is divided into seven bays. The shed-roof projection is centered along this wall, leaving window openings matching those on the north and south walls at only the outermost two bays. There is no cross bracing at either window bay, but the second bay in from each wall has two stacked cross-braces of uniform size stretching up to the height of the ceiling trusses. The wall sheathing on the east wall is diagonal board, except on the top third of the wall where horizontal board covers the original window openings as on the north and south walls. Vertical framing boards are open in the middle of the wall to expose the underside of the rear shed roof. Plywood sheet is also visible along the east wall where a closet addition was added to the rear apartment, and protrudes into the hangar space along this wall. Two original 'No Smoking' signs remain on the east wall, attached to the open vertical framing boards. A ladder along the top half of the rear wall provides access to a vent for manual operation of the roof ventilator system.

The ceiling and roof structure consists of a substantial truss system. (See Photos 6 and 7). Five bowstring trusses span the width of the building, aligning with the bay columns on the north and south walls.<sup>2</sup> The bottom truss consists of two 2"x8" joists bolted together, with vertical web members sandwiched between the bottom and top chords. A secondary chord extends from the main bow chord to support the roof. Regularly-spaced beams run perpendicular to the trusses, connecting the truss system at the east and west walls. Diagonally-laid sheathing is visible under east-west running beams connected with small cross bracing. Many of the ceiling truss boards are caked in mud and have visible boot marks left over from the hangar's construction. The hanging metal ceiling lights are original.

An original three-panel door with a window on the north end of the east wall provides interior access to the rear shed-roof projection, which originally housed office space and the boiler room. The doorway opens into a storage room with a concrete floor, horizontal board walls, and a wood-framed ceiling. Original openings include a doorway on the north wall providing exterior access, and windows on the

<sup>2</sup> A bowstring truss consists of a curved top chord and straight bottom chord.

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north and east walls. A small wooden stair and doorway on the south wall provides access to the rest of the rear space, converted into a living space in the 1970s or 1980s. A narrow carpeted hallway leads to two bedrooms and a bathroom on the east side of the hall. Each bedroom is carpeted and has wood-paneled walls, vinyl windows, and wood trim. The west side of the hallway is covered in wood paneling and contains two large offset closet openings that extend into the hangar floor space. On the south side of the unit, the hallway opens into the current kitchen and main living area. A substantial original red brick furnace is in the center of the room. The brick is laid in common bond with headers every seventh course. The kitchen and living area are carpeted with plasterboard and wood-paneled walls, wood trim, and vinyl windows. Wood cabinets with a Formica countertop stretch across the east wall of the living space, abutting the north side of the exterior doorway. A window on the west wall of the kitchen area looks into the main hangar space.

### **Alterations and Additions**

Primary alterations to the building, approved by the City of Madras and the Jefferson County Airport Commission, occurred in 1956. As originally designed and constructed, the hangar walls had contained three window bands and were clad in horizontal board. As part of the commission's 1956 alterations, the upper window bands on both hangars were removed and the spaces were studded in and sheathed with lumber. The hangar was also re-sided at this time, with 1/8<sup>th</sup> inch Flexboard asbestos siding in 2 x 8 foot sheets as requested by the Commission and recorded in meeting minutes. More modern alterations include changes to the rear single-story projection in the latter portion of the twentieth century, creating both office and living space for varying uses over the years. The current airport operator added metal roofing on the building c. 2005.

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**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE

MILITARY

**Period of Significance**

1943-1945, Date of use by the U.S. Army

**Significant Dates**

1943, Date of construction

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation** (if applicable)

N/A

**Architect/Builder**

Corps of Engineers, U.S. Army

**Period of Significance (justification)**

The period of significance begins with the construction of the hangar in 1943 and ends in 1945, when the Madras Army Air Field was deactivated and declared surplus, ending its historic association with the U.S. Army.

**Criteria Considerations (explanation, if necessary)** N/A

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

The Madras Army Air Field North Hangar, constructed on the former Madras Army Air Base three miles northwest of the city of Madras, Oregon, is significant under National Register Criterion A, Military, at the local level for its role in the mobilization and training of pilots from the U.S. Army Second and Fourth Air Forces during World War II. The Air Field was constructed in 1943 to accommodate bombardment squadrons and training for B-17 Bomber pilots. The Boeing B-17 was known as the “Flying Fortress” due to its immense size and ability to sustain heavy damage during combat. In 1944, operations at the base shifted toward training for smaller fighter planes, including the Bell P-39Q Airacobra, Bell P-63 Kingcobra, and Lockheed P-38 Lightning, extending the period of significance to 1945 when the base was deactivated by the U.S. Army.<sup>3</sup> The rapid transformation of empty wheat fields into a fully-functioning air field and base stands as one of few local reminders of one of the nation’s outstanding war-time emergency projects.

The North Hangar is also significant under Criterion C at the local level in the area of Architecture as a rare, intact example of a World War II-era military aircraft hangar. The Squadron OBH-2 type hangar is notable for its wood construction and bowstring truss system. The use of wood construction reflects the local environment, incorporating regionally abundant and inexpensive materials while meeting the Army’s demands for efficient construction. Designed to be a temporary structure to meet wartime needs, the hangar is significant as a surviving example of World War II-era hangar design. Relatively untouched except for early exterior changes following the war period, the hangar retains extremely high integrity, with the original materials and features still present and maintaining an exceptional association with its original setting due to continued aviation operations on the site.

**Narrative Statement of Significance** (Provide at least one paragraph for each area of significance.)

### **A Brief Introduction to Madras and Jefferson County**

The area that now makes up the City of Madras was originally known as “the Basin” because of its location in a relatively dry bowl-like valley.<sup>4</sup> Early agricultural beginnings in the area were in the livestock industry, particularly raising cattle and sheep, as the dry valley land wasn’t particularly well suited for crops. Livestock was the primary economic business in the vicinity until the homestead era, when settlers arrived to dryland farm around the turn of the century.<sup>5</sup> Settlers in the region planted wheat crops and hoped to make a living from the land, but years of drought and poor crops led many to sell their land and homesteads in the region and move on to other areas.<sup>6</sup>

John Palmehn platted the town of Madras in 1902. It was incorporated in 1910, but didn’t have its first major boom until the great railroad war to central Oregon brought both the Oregon Trunk Railroad and the Deschutes Railroad to Madras in 1911. Madras served as a supply source for both railroad construction crews, and was the first community in central Oregon to host the railroad, leading to it becoming known as the “gateway to central Oregon.”<sup>7</sup> With the ability to transport products to a wider market, the railroad brought a

<sup>3</sup> The operation changes by the U.S. Army in 1944 shifted to focus on smaller single-crew fighter planes. The Bell P-39Q Airacobra was a single-engine fighter plane, followed by the P-63 Kingcobra, developed by Bell to improve on the high-altitude performance of the P-39Q Airacobra. Local historian and author Jerold Ramsey noted in an email communication on November 19, 2014 that the P-63 was flown from the Madras field, but were based in Redmond. The Lockheed P-38 Lightning was a twin-engine fighter plane, notable for its twin-boom design.

<sup>4</sup> Steve Lent, *Images of America: Madras* (Charleston, South Carolina: Arcadia Publishing, 2012), 7.

<sup>5</sup> Dryland farming is a technique used to cultivate crops without irrigation in regions of limited moisture. It is dependent on efficient storage of the limited moisture in the soil and proper selection of crops and growing practices that are best suited for these conditions.

<sup>6</sup> Lent, 7.

<sup>7</sup> Ibid.



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boom to the local livestock and farming industries. Shortly after, in 1916, Madras was named the seat of Jefferson County, taking the title from nearby Culver.

Madras received its next opportunity for growth just prior to World War II. The Deschutes Project was approved by the Roosevelt Administration in 1937, announcing the planned construction of the Wickiup Dam on the upper Deschutes River to provide water storage for the expansion of irrigation into the Madras region. Though slowed by the War, the Bureau of Reclamation constructed the North Unit Canal in 1946, bringing irrigation water to nearly 60,000 acres in central Jefferson County's North Unit Irrigation District, including the town of Madras. The arrival of water for irrigation turned the dryland wheat country into a major farming zone, creating a subsequent land rush and population boom in Madras and the surrounding areas.

### **Development of the Madras Army Air Base**

As tensions escalated in Europe prior to the start of World War II, it was clear to U.S. political and military leadership that the Army Air Corps was substantially under strength in comparison to the air forces of other global powers. In January 1939, President Roosevelt advocated an immediate expansion of the Air Corps, the beginning of a two-year rapid-expansion program. In April, Congress responded with authorization of a plan to expand the Air Corps to a 24-group strength, including 6,000 aircraft, 3,200 regular officers, and 45,000 enlisted personnel.<sup>8</sup> The expansion of combat groups enacted by Congress referred to increases in the number of combat aircraft, though reaching these group objectives required substantial increases in personnel levels and demanded a massive building program in order for the Air Corp's base facilities to keep pace with the projected expansion of combat forces. Plans rapidly expanded from the initial April 1939 numbers as Hitler's forces advanced in Europe. In late 1940, Congress announced the First Aviation Objective of 54 combat groups, followed up closely by the Second Aviation Objective of 84 combat groups to be met by mid-1942. By September, the Air War Plans Division published a long-range strategic forecast advocating for an Air Force of 239 combat groups to be met by mid-1943, a number that would later be expanded further to 273 groups.<sup>9</sup>

The Air Corps was not the only division of the Army undergoing rapid expansion. Increasing numbers of combat groups necessitated establishing training bases and other facilities, putting great stress on the Army's Construction Division. As a result, the oversight of Air Corps construction was passed to the Corps of Engineers in November 1940. The transfer was carefully undertaken as to not disrupt construction activities already underway, and to maintain continuity the Corps made few changes to standard plans.<sup>10</sup> Because the desired expansion strength of 273 combat groups was to be reached by the summer of 1943, the Corps began work immediately to facilitate the development program. Speed and efficiency were crucial to the success of the building program and facility expansion. In February 1942, the War Department directed that all new building, except where advance planning was complete, would be of a much cheaper, more efficient type of construction compared to structures erected between 1939 and 1941.<sup>11</sup> All construction was to be of the simplest type possible, with cheaper alternatives sought for nearly every material aside from structural members in technical construction.<sup>12</sup> Most of the construction during this time was built to be temporary, and wood was adopted as a primary material in areas where lumber was cheap and plentiful. Theatre-of-operations (T.O.) construction was adapted in many areas to build base accommodations quickly and inexpensively. T.O. construction was the least durable type of construction used by the Army, typically consisting of wood lath on wall sheathing covered in felt. The greatest need in the construction program was in

<sup>8</sup> Julie Webster, *Historical and Architectural Overview of Military Hangars: A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations* (United States Air Force Air Combat Command, 1998), 4-2.

<sup>9</sup> *Ibid.*, 4-2.

<sup>10</sup> *Ibid.*, 4-5.

<sup>11</sup> Memo from Maj. Gen. Arnold (rest of citation illegible) as seen in Robert Futrell, *U.S. Air Force Historical Study No. 69: Development of AAF Base Facilities in the United States, 1939-1945* (USAF Historical Division, 1951), 91.

<sup>12</sup> Webster, 4-10.

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new training facilities to accommodate the training needs of new pilots, air crews, and ground crews. In response to the 273-Group plan, the pilot training load increased to 70,000 cadets per year, with another 600,000 personnel per year in technical training.<sup>13</sup> Another significant step in readying American air power for war was the creation of the U.S. Army Air Forces (AAF) in June 1941. While still officially a sub-service of the Army, the AAF would essentially act as a separate service branch throughout the war, allowing the immense air effort to be efficiently organized and controlled.<sup>14</sup>

Inquiry into a training field in Madras began in early 1942 when the Second Air Force was relieved from defense activities on the Pacific Coast and assigned the mission of training heavy bombardment groups and replacement crews.<sup>15</sup> While the program utilized existing facilities to the fullest extent possible, the commander of the Second Air Force requested rapid completion of airbases being built (including one in Walla Walla, WA) and the construction of five new heavy bomber bases in the West.<sup>16</sup> When Brigadier General Robert Olds assumed command of the Second Air Force in May 1942, he almost immediately prepared larger expansion plans, and requested local airfields in Madras, Redmond, and Burns, Oregon to serve as satellites for the Walla Walla Base.<sup>17</sup>

Madras may have been scouted as an air base location due to the fact that it had already had an airport facility in place. Though little documentation exists on what exactly the early facility included, the Madras Airport existed in some form in February 1942 when the rudimentary site was leased to house the Portland Flying Service (PFS). The Portland Flying Service was part of the Civilian Pilot Training program, a program started in 1938 to train civilian pilots and create a pool of potential military pilots in anticipation of possible conflict. The PFS relocated to Madras from the Portland area to continue their training operations after civilian flying was banned west of the Cascades as part of the Oregon no-flight area.<sup>18</sup> As part of the Portland Flying School operations, improvements to the site included completion of or upgrades to an administration building, construction of multiple runways, and the official designation of the Madras field as an airport by the Civil Aeronautics Authority on March 3, 1942.<sup>19</sup> An appraisal of the proposed airfield land in Madras, prepared that June for the Division Real Estate Director of the North Pacific Division of the U.S. Army Engineers, provides a brief profile of the small community at the time: "Madras is a town of 400 population and has schools and churches. Most houses are occupied. Hotel accommodations are not up to Oregon Automobile Association standards."<sup>20</sup> The land at the time was recorded as being used for wheat raising, though "abandoned homes show that it has not been very profitable."<sup>21</sup> Existing structures documented on the site include "...three sets of buildings and the airport improvements, which consists of a hangar, repair shop and office. There is also a school building located in the area."<sup>22</sup> A Site Board Report on the Madras Airport prepared at a similar time notes three dirt runways, one hangar, and an administration building.<sup>23</sup>

The Site Board Report compiled for the Madras Airport site concluded both suitable and undesirable aspects of the proposed airfield development. The Airport was considered suitable from the standpoint of meteorologic conditions, clearances, and utilities.<sup>24</sup> The relatively level grade of the site would accommodate construction of runways and air base facilities with little to no rough grading required. Additionally, the climate of the Madras

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<sup>13</sup> Ibid., 4-11.

<sup>14</sup> Ibid., 4-9.

<sup>15</sup> Futrell, 117.

<sup>16</sup> Ibid., 118.

<sup>17</sup> Ibid., 119-120. The field at Burns was later found unsatisfactory for heavy bombardment by General Olds and released.

<sup>18</sup> "Way Clear for Development Of Flight Training Schools," *Bend Bulletin*, February 4, 1942. Due to the possibility of war activity in the Pacific, the Oregon no-flight area banned all civilian flying west of the Cascades. Civilian flying was allowed in the eastern portion of the state.

<sup>19</sup> "Trainers Land at Madras Port," *Madras Pioneer*, March 5, 1942.

<sup>20</sup> "Gross Appraisal," 1942. Jefferson County Historical Society records "Madras Air Field."

<sup>21</sup> Ibid.

<sup>22</sup> Ibid. The airport improvements noted likely refer to the use of the facility by the Portland Flying School.

<sup>23</sup> "Site Board Report on the Madras Airport." Jefferson County Historical Society records "Madras Air Field." A handwritten date on the report identifies the document to August 7, 1944, though it is suspected it was prepared in 1942 during the planning process.

<sup>24</sup> Ibid.

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area was agreeable for flight training purposes, with the region receiving light precipitation, a high percentage of clear days, and low fog occurrences, a necessity in creating clear visibility for flight and training purposes. The site also had ample space, allowing for flexibility in the placement of airfield and base-related structures. Due to Madras' proximity to the Pacific Coast and the risk of potential wartime activity in the region, the site board reported: "It is believed that buildings could be laid out in a rectangular pattern to simulate a community group for camouflage purposes."<sup>25</sup> Undesirable conclusions from the site analysis included the lack of accommodations and social outlets in the town, and the relatively high cost of development. Local interests were also noted as having an unfavorable attitude towards the proposed construction, fearing the town would have no use for an airport after the Army's occupation ceased, and that their town was too small to support such development.<sup>26</sup>

Regardless of any community doubt, planning for the proposed airfield continued. Building plans and construction estimates were prepared in September 1942. The final building list included 96 buildings, including construction of officer quarters, squadron barracks and associated living areas, station base buildings, technical buildings (including two 120'x80' hangars) and ordnance structures.<sup>27</sup> The first public report of the project appeared in the local newspaper on October 15 with the public relations department of the U.S. Army Engineers announcing the award of contracts for construction of buildings, roads, and utilities in Jefferson County for project No. 698-275.<sup>28</sup> The first phases of the project amounted to nearly two million dollars; \$1,221,494.50 was awarded for the construction of runways and taxiways, while another \$673,500 was awarded for buildings, roads, railroad, and utilities at the site.<sup>29</sup> As outlined in the Army building program plans, the project was streamlined for efficiency and construction was quickly underway. The effects of the project were felt immediately in the small community of Madras, especially as it related to finding housing for arriving project personnel. Farmers within a twenty mile radius of the site took in boarders, deserted homestead houses were again inhabited, and nearby towns struggled to accommodate the overflow workers, leaving an unlucky few to sleep in their cars.<sup>30</sup> The project captivated the attention of the small town. Sightseers made regular trips to the site, and the new base was a popular destination for a Sunday drive. This, and any other public reporting on the first phase of project construction, was halted in early November when it was announced in the local newspaper that visitors were barred from the site and would be for the duration of the project.<sup>31</sup>

## Hangar Design

The character-defining features of the Madras Army Air Field North Hangar design include its wooden structural material and arched-truss cross-sectional form, identifying it as a Squadron OBH-2 type hangar from Army Plan No. 117/6-3.<sup>32</sup> World War II-era hangars evolved from the small, simple structures used primarily for aircraft storage during the early years of military aviation in World War I, to large, fully enclosed workspaces for highly technical repairs. Historically, three main structural materials were used in military hangar construction: concrete, steel, and wood. Concrete hangars include poured-in-place (monolithic) concrete, precast concrete, and concrete masonry units or cinder block. Concrete hangar construction was particularly prevalent in the 1940s and 1950s, especially with monolithic concrete structures.<sup>33</sup> Steel is the most common structural material for military hangars, first seen in the United States in the early-twentieth

<sup>25</sup> Ibid.

<sup>26</sup> "Site Board Report on the Madras Airport."

<sup>27</sup> "Final Building List," September 22, 1942. Jefferson County Historical Society records "Madras Air Field." The two hangars listed are the North and South hangars that remain today.

<sup>28</sup> "Two Units of Project Involved, Third Not Announced," *Madras Pioneer*, October 15, 1942.

<sup>29</sup> Division of Engineers Memo, October 30, 1942. Jefferson County Historical Society records "Madras Air Field."

<sup>30</sup> "Project Causing New Housing Problems," *Madras Pioneer*, October 29, 1942.

<sup>31</sup> "Work on Local Projects is Rushing," *Madras Pioneer*, November 12, 1942.

<sup>32</sup> Webster 6-17. While original plans were not available locally for the scope of this project, the Hangar was identified through the typology study completed by Julie Webster et al. The OBH-2 notation was also found on original building plan lists.

<sup>33</sup> Jayne Aaron, *Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War* (Department of Defense Legacy Resource Management Program June 2011), 5-2.

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century and still popular today in prefabricated steel construction. This popularity is due in part to its high strength-to-weight ratio, as well its ability to be readily fabricated as independent structural members that can be assembled to span long distances that are easily transportable.<sup>34</sup>

Like the Madras Army Air Field North Hangar, hangars constructed of wood include those whose primary structural components over hangar bays are of heavy-timber construction. Originally considered temporary war mobilization structures and often intended for construction and use overseas, wooden hangar construction in the military continued through World War II.<sup>35</sup> Few of these wooden hangars survive today. Many have been demolished, while the majority of those that remain have had their historic character masked by replacing original materials with contemporary ones, such as metal or synthetic siding.

In addition to structural material, hangar types are further identified by cross-sectional form. Trusses, girders, and long-span joists are the three primary types found, and can be constructed in arched, flat, gable, gambrel, monitor, or shed forms. Military hangar construction based its truss technology on bridge design, as it was highly suitable for long-span design required in the large-scale hangars. Trusses were assembled from individual members, or chords, joined in structural triangles by pinned or riveted connections.<sup>36</sup> The cross-sectional form over the hangar bay in the Madras Hangar is further identified as a bowstring truss due to its straight bottom chord and curved top chord.

Wartime construction at the time the Madras hangar was built necessitated a balance between the requirements for military facilities and the conservation of scarce resources. In order to meet both of these conflicting needs, temporary construction (not intended for use after the war) was employed to conserve three of the war's most precious resources: time, money, and building materials. Based on the known history of these buildings and observation on site in Madras, it is clear the wooden OBH-2 type hangar was built to meet these program needs. The hangar design itself was all about maximizing efficiency. Standardized plans were utilized to minimize design needs and allow for utmost speed in construction. The size and scale of the hangar was purposefully selected, giving only enough space as was needed to house the B-17 bomber, which just fits nose-to-tail and wing-to-wing inside the hangar footprint. This attention to end use and specificity in design avoided use of excess space and material, further enforcing the Army's need for speed, efficiency, and strict economy in construction. The use of wood in the hangar's construction relates to the Army's intentions for the building to be a temporary structure, but also reflects its Pacific Northwest setting, utilizing abundant and inexpensive local materials in construction. Use of sistered beams in the hangar interior also reflects the need for economy and speed, allowing use of more readily available smaller trees as opposed to larger, single-span timbers. Functionally, the hangar's interior space maximizes efficiency while meeting the needs of B-17 mechanics. The long spans and open massing were intentional, providing a covered space specifically for the maintenance of the large B-17 Bombers. The massive, telescoping doors provided entry for aircraft into the hangar, but also worked in concert with the louvered rooftop vents on the east and west walls to ventilate the cavernous space. The rows of windows on the north, south, and east walls provided adequate natural light to accommodate mechanical work from all angles and reduced the cost of electricity required for extra lighting. The fact that the Madras Army Air Field layout included only two hangars – a disparity compared to the number of parking pads incorporated (see Figure 8) – further points to the temporary intentions of the air base. As hangars and maintenance buildings were the largest buildings on the base and required the greatest amount of material and financial resources to build, these building types were limited in number to minimize costs and maximize available resources.

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<sup>34</sup> Webster, 6-2.

<sup>35</sup> Aaron, 5-1.

<sup>36</sup> Webster, 6-3.

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## WWII Training at Madras Army Air Field

Construction efforts had the base ready for occupation in early 1943, beginning with the arrival of Major Joseph P.W. Arnold in January to assume command of the new air field.<sup>37</sup> According to reports from the local USO (United Service Organizations) center in the *Madras Pioneer*, early squadrons stationed at the base included the 399<sup>th</sup> and 316<sup>th</sup>.<sup>38</sup> These squadrons were part of the 88<sup>th</sup> Bombardment Group, which served for a short time as an operational training unit, and then as a replacement training unit between July 15, 1942, and May 1, 1944.<sup>39</sup> The 88<sup>th</sup> Bombardment Group was equipped with B-17s, a response by Boeing to the Army's request for a large, multiengine bomber.<sup>40</sup> B-17s were massive in size, with a large, distinctive tail designed for improved control and stability during high-altitude bombing. Legendary for their ability to stay in the air after taking heavy damage, the bomber was equipped with nine machine guns and a 4,000-pound bomb load, and held a nine-member crew: two pilots, a bombardier, a radio-operator, and five gunners. The enormous plane measured 74'-9" from nose to tail and had a wing span of 103'-9".

While little documentation of training at the Madras Field exists locally, activities can be assumed from general training practices of the Second Air Force and accounts from similar bases. The Second Air Force divided training into three principal phases. Training was first given at separate bases until late 1943, when that arrangement was abandoned in favor of holding the entire training program at one Operational Training Unit (OTU). Operational Training Units were programs through which graduates of AAF training schools were assembled and formed into combat units, as described below:

During the first phase, individual crew members received instruction in their specialties, particular attention being given to instrument and night flying exercises for pilots, cross-country tests for navigators, target runs for bombardiers, and air-to-air firing for gunners. During the second phase, teamwork of the combat crew was stressed: bombing, gunnery, and instrument flight missions were performed by full crews. The third phase aimed at developing effective unit operation, the goal of the entire program. It included extensive exercises in high-altitude formation flying, long-range navigation, target identification, and simulated combat missions.<sup>41</sup>

By the time cadets arrived at OTUs, they had already completed individual training programs that had designated their specialties, typically as pilots, co-pilots, bombardiers, navigators, engineers, or gunners. The goal of the OTU, then, was to create a "closely knit, well organized team of highly trained specialists of both air and ground echelons."<sup>42</sup> According to an OTU account by a B-17 pilot in Salt Lake City, crews were formed on the basis of psychological tests that had been given in earlier training programs, with people assigned in a manner to avoid personality clashes, among other things. As he noted, "One member of the crew must have Type O blood, a universal donor, and no more than two people from the same state could be on a crew."<sup>43</sup> This assigned crew was likened to a family circle; each member knew that long hours of work, play, anxiety, and danger would be shared.

With only two hangars constructed on the base, planes were parked on concrete pads adjacent to the runway, rotating through the hangars for maintenance as needed for flight preparations. The hangars provided covered, protected space necessary for highly-technical mechanical work. As gleaned from the arrangement of interior signage within the Madras hangar, six stations were arranged along the north, east, and south walls,

<sup>37</sup> "Major Arnold Commander of Madras Base," *Madras Pioneer*, January 14, 1943.

<sup>38</sup> "USO Activities For Month Outlined; Awards To Be Made," *Madras Pioneer*, July 29, 1943. "USO Monthly Report Issued By Acting Director," *Madras Pioneer*, September 2, 1943.

<sup>39</sup> Maurer Maurer, *Air Force Combat Units of World War II: History and Insignia* (Washington, D.C.: Zenger Publishing Co., 1961), 154.

<sup>40</sup> Boeing International, "B-17 Flying Fortress," <http://www.boeing.com/boeing/history/boeing/b17.page>.

<sup>41</sup> Wesley F. Craven and James Lea Cate, eds., *The Army Air Forces in World War II, Volume Six: Men and Planes* (Chicago: University of Chicago Press, 1955), 606.

<sup>42</sup> *Ibid.*, 605.

<sup>43</sup> Eugene Fletcher, *Mister: The Training of an Aviation Cadet in World War II* (Seattle, University of Washington Press: 1992), 198.

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each with different tasks. Work in Madras was likely similar to that of a hangar of the same type at an AAF base in Hobbs, New Mexico, which displayed mechanical tasks focused on electrical systems, instruments, hydraulics, fuel systems, engines, turbos, and, lastly, armament, as seen in the final station tasks for the Madras hangar. (See Photo 6). Both flight and maintenance squadrons were trained at the Hobbs base, and this system was likely followed at the Madras base as well, with maintenance personnel using a concept of production line maintenance to perform routine inspections and correct other problems reported by the flight crew.<sup>44</sup>

As training got underway, expansion of the airbase seemingly continued throughout 1943, beginning with the announcement of a contract of more than \$1 million awarded for extensions of the existing Army Air Field in Madras in July.<sup>45</sup> Another \$1 million contract was announced in late September, reportedly for the construction of another major runway at the base.<sup>46</sup> The layout of the base stretched east from the runway, with the north and south hangars and concrete pads situated adjacent to the runway, creating a buffer for the operational and residential portions of the base. (See Base Plan, Figure 8). The majority of the base construction was for barracks and officers quarters, with planning documents for base construction estimating the arrival of nearly 1,000 enlisted men and over 100 officers.

Operations at the air field changed in early 1944, when the base switched hands from the Second to the Fourth Air Force.<sup>47</sup> The Fourth Air Force provided air defense for the western United States and trained new units until 1943, before engaging primarily in training replacements for combat units, as was the function in Madras.<sup>48</sup> The change in commands brought a lighter type of plane to the base than had previously been seen with the B-17 bombers. Operation reports at the base in March described two squadrons represented – both flight and ground squadrons – and that the new planes arriving on site were pursuit aircraft, designed to be handled by one man and very fast.<sup>49</sup> By September, reports highlighted the arrival of two new fighter planes. Keeping up with the Army's operational changes, Madras was selected as one of the major sites for the final training for the Bell P-63 Kingcobra. Because of the excellent weather conditions for flying, both Madras and Redmond were selected as ideal places for the training, and plans were made to keep operations in the region throughout the winter in order to send as many fighter pilots as possible to the war fronts quickly.<sup>50</sup> Later in September, a number of officers and men from the Portland Air Base also arrived in Madras to spend the winter training on the new Lockheed P-38 Lightning fighter plane.<sup>51</sup>

The continual rotation of personnel, officers, and enlisted men on the base pulled on resources in the small community of Madras. Since so few entertainment options existed in the remote town, suggestions for the opening of a USO Hall came even prior to the base's opening. A local committee was appointed and an existing hall was renovated to accommodate the center, providing a recreational and social outlet for the enlisted men throughout the duration of their stay. Many of these men remained unenthused about their assignment in Madras, however, reportedly expressing their dire sentiments in writing on the upper walls of the base's south hangar.<sup>52</sup> Though their initial sentiments towards the project were less than favorable, the community had a good relationship with the base, particularly with Major Arnold, the air field's original commander. Arnold and his wife were actively involved in social and civic activities within the community, and

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<sup>44</sup> William A. Dodge, *The Hobbs Army Air Field: Its History and Archaeology* (Albuquerque: Van Citters Historic Preservation, 2008), 13.

<sup>45</sup> "Airbase Project Gets New Funds," *Madras Pioneer*, July 1, 1943.

<sup>46</sup> "Army Air Base To Be Expanded," *Madras Pioneer*, September 23, 1943.

<sup>47</sup> "More Soldiers Arrive at Base," *Madras Pioneer*, February 10, 1944.

<sup>48</sup> Maurer, 459.

<sup>49</sup> "New Planes Arrive At Madras Base," *Madras Pioneer*, March 9, 1944.

<sup>50</sup> "Madras Field Gets New Fighter Plane," *Madras Pioneer*, September 21, 1944.

<sup>51</sup> "New Group at Madras Field," *Madras Pioneer*, September 28, 1944.

<sup>52</sup> According to the current airport manager, graffiti-like notes were found on the upper portions of the south hangar walls during its remodel – probably accessed from elevated points while performing maintenance work. The panels were removed but kept on site with the potential of future display.

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when he received orders to transfer in December 1943, a large reception was held at the USO Hall and was attended heavily by both base personnel and local civilians.<sup>53</sup>

### Deactivation / Post-WWII Activity

The Madras Army Air Field began its decline in November 1944, when it was reduced to a skeleton crew. Army Air Forces activity in the continental U.S. had peaked in the latter half of 1943, at which time the AAF operated out of some 345 main bases, 116 sub-bases, and 322 auxiliary air fields, the most at any time in its history.<sup>54</sup> With a maximum strength of 1,802,824 persons at domestic installations in April 1943, the AAF had reached its goal of peak operation.<sup>55</sup> With operational units fully deployed to foreign stations, expanded domestic training programs were no longer needed and there remained little reason for continued operation at air fields constructed as part of the expansion program. In the fall of 1945, following the surrender of Japan and formal ending of World War II, the U.S. Army officially declared the base surplus property.

The March 1946 airport disposal report prepared by the Civil Aeronautics Administration referred to an initial area of approximately 575 acres within the larger 2,000 plus-acre plot owned by the government. The report prepared recommendations on the basis that the land in question would be kept for use as an airport that would be sufficient for the community, estimated to grow from the 1946 population of a few hundred people to one of 3,000 to 5,000 within five to ten years due to the agricultural opportunities presented by the North Unit Irrigation District project. These recommendations would permit retention of sufficient land to provide a Class 2 airport, smaller than the air field's Class 6 classification, but large enough for feeder line service and all probable future civilian needs, as well as sufficient land for present and future building needs.<sup>56</sup> The recommended grantees for the airport land were the City of Madras and Jefferson County, Oregon, as joint owners. Both the City and County agreed on joint ownership as a way to share the financial responsibility such an operation would bring. In April 1947, 575 acres of land, two hangars, and operating and administrative buildings were transferred by the War Assets Administration to the City of Madras and Jefferson County.<sup>57</sup>

Shortly after the initial transfer, Federal Land Bank appraisers out of Spokane visited the site to begin a final appraisal for the disposal of the remaining surplus air base land. Numerous city and county agencies and organizations expressed interest in acquiring portions of the land for their own use, and the appraisers were reportedly sympathetic toward the local interests, though farmers from whom the land was purchased reportedly had a priority claim in repossessing it.<sup>58</sup> After negotiations between the city, county, and federal agencies, it was announced in January 1948 that the War Assets Administration would transfer some 1,800 acres of surplus land as a gift to the city and county.<sup>59</sup> The indenture between the United States of America, acting by and through the Administrator of General Services and the City of Madras, Oregon, and Jefferson County, Oregon, dated July 16, 1948, officially transferred the remaining property, buildings, and structures, along with their attached fixtures, improvements and equipment.<sup>60</sup> On August 10, the City of Madras and Jefferson County Court established the Madras Airport Commission with Ordinance No. 98, delegating authority to the Commission to operate and maintain, police, and regulate the airport thereafter.<sup>61</sup> Madras was not alone in dealing with base deactivation and disposal as base shutdowns occurred across the country en masse after World War II. Many of these bases were sold to outside parties, and in turn modified for new uses, left for demolition, or turned into civilian airports. Regardless of end use, wooden hangars largely

<sup>53</sup> "Major Joseph P. Arnold is Transferred to Walla Walla Base," *Madras Pioneer*, December 2, 1943.

<sup>54</sup> Webster, 4-10.

<sup>55</sup> Futrell, 156.

<sup>56</sup> "CAA Airport Disposal Report," March 5, 1946. City of Madras records "Madras Airport Commission."

<sup>57</sup> "City and County Receive Facilities of Madras Airbase and Set Organization to Develop Civilian Airport Services," *Madras Pioneer*, April 3, 1947.

<sup>58</sup> "Federal Land Bank Appraiser Comes to Evaluate the Airbase," *Madras Pioneer*, June 12, 1947.

<sup>59</sup> "WAA Is Ready To Transfer Land of Madras Airbase," *Madras Pioneer*, January 1, 1948.

<sup>60</sup> "Quitclaim Deed," July 16, 1948. Jefferson County Historical Society records "Madras Air Field."

<sup>61</sup> "Ordinance No. 98," August 10, 1948. City of Madras records "Madras Airport Commission."

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disappeared from these sites over the years, demolished either purposefully to make room for upgraded structures, or by neglect, leaving only remnants behind in many of the remote air fields.

In Madras, post-war airport operations continued in a variety of manners. Interest in civilian flying brought organization of a local flying club based out of the former air base, and service use evolved to include general aviation crop-dusting, forest-fire control, flight-training, and private flying. Outlying base buildings were leased by the Commission as storage or service facilities to local businesses and organizations. Out of the 96 buildings originally called for in the base construction, most appear to have been torn down or heavily altered after Army operations ceased at the base, leaving the north and south hangars as the most distinct and recognizable from that period. A few other barracks and storage buildings remain, but have been largely obscured due to alterations over the years. While the remnants of AAF activity on the airport grounds largely disappeared, activity at the site has been renewed in recent years with the annual Airshow of the Cascades, the arrival of Erickson Aero Tankers, and the newly opened Erickson Air Museum at the Madras Airport. In the center of this activity on the airport grounds, however, the Madras Army Air Field North Hangar sits as a stoic reminder of the airport's origins and the community's World War II past.

While hangar construction was rampant during the World War II period, few of these structures remain intact today. Though exact numbers of OBH-2 type squadron hangars originally constructed is unknown, it is possible that hundreds of these structures were built during World War II given the nearly 800 bases, sub-bases, and auxiliary air fields that existed during the AAF peak in late 1943. The majority of these buildings have now disappeared, having been demolished, dismantled, or heavily altered and adapted for new use over the years. A 1999 study that assessed military aircraft hangars built prior to noted that only 2 percent of the remaining hangars accounted for were constructed of wood, leaving the number of OBH-2 type squadron hangars remaining even smaller.<sup>62</sup> At the time of their construction, temporary wooden hangars were only intended to last five years, leaving little reason for continued use or repair after their service life.

Outside of Madras, the only identified hangars of this exact type are located in Wendover, Utah, and were listed in the National Register as part of the Wendover Air Force Base site in 1975.<sup>63</sup> The Wendover hangars retain an extremely high level of integrity, particularly in regard to settling, location, and association, as they have survived as part of a larger intact base. In Oregon, Army Air Force installations during World War II were commonly developed as part of municipal or county airports after the war. Though not of the same OBH-2 type plan, a handful of World War II-era hangars with similar aesthetics and functional massing appear to remain across the state.<sup>64</sup>

The Madras Army Air Field North Hangar retains its essential character-defining features and a high degree of historic integrity, displayed through its intact massing, original lower two window bands, and telescoping hangar doors. These character-defining features establish the significance of the Madras Army Air Field North Hangar at the local level, identifying it as one of few intact buildings that have survived from the World War II period in the city. With wood hangar construction largely disappearing after the war-time building programs, surviving hangars such as that found in Madras, remain as important relics and lasting reminders of the massive Army Air Force mobilization efforts during World War II.

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<sup>62</sup> Webster, 7-6.

<sup>63</sup> Comparative analysis information was gauged from a message sent to National Register Coordinators across the country asking for instances of similar structures. The only response of known OBH-2 type structures came from Wendover.

<sup>64</sup> A virtual survey was conducted using Google Earth to determine the presence or absence of World War II-era aircraft hangars in Oregon. Through preliminary searches based on AAF air field and base locations, a handful of hangars from this time period were located. Though integrity was somewhat difficult to gauge and interiors were not accessible through an online statewide survey, a handful of seemingly intact examples exist from this time period, specifically on the grounds of airports in Corvallis, Redmond, and Pendleton.



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## 9. Major Bibliographical References

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**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

*Note: Very little documentation on the hangar and functions at the Madras Army Air Field exist locally. Primary documentation may be available in the National Archives in Washington, D.C. but was not accessible given the scope of this project.*

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**Section 9, continued:**

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: \_\_\_\_\_

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Historic Resources Survey Number (if assigned): N/A

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**10. Geographical Data**

**Acreage of Property** Less than one

(Do not include previously listed resource acreage; enter "Less than one" if the acreage is .99 or less)

**Latitude/Longitude Coordinates**

Datum if other than WGS84: N/A  
(enter coordinates to 6 decimal places)

1	<u>44.665733°</u>	<u>-121.149234°</u>	3	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude
2	<u></u>	<u></u>	4	<u></u>	<u></u>
	Latitude	Longitude		Latitude	Longitude

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

The nominated property includes the Madras Army Air Base North Hangar and the associated concrete apron extending west of the building, located in the southeast portion of Jefferson County tax lot 500, in Township 10 South, Range 13 East, Section 26. The eastern boundary extends approximately three feet from the east wall of the building to the sidewalk running parallel to NW Berg Drive. The western boundary extends approximately three feet from the apron edge, which terminates at the asphalt taxiway. The northern and southern boundaries run three feet from the apron corners, extending straight east towards NW Berg Drive. (See Figure 4, Site Plan).

**Boundary Justification** (Explain why the boundaries were selected.)

The nominated area boundary includes the entirety of the historic Madras Army Air Base North Hangar and its associated concrete apron. Because the tax lot on which the Hangar sits is significantly larger than the nominated area, the delineation of a smaller boundary encompassing only the historic resource is appropriate.

**11. Form Prepared By**

name/title Maia Fiala date July 29, 2014  
organization Oregon State Historic Preservation Office telephone (503) 986-0671  
street & number 725 Summer St NE, Ste C email maia.fiala@oregon.gov  
city or town Salem state OR zip code 97301

**Additional Documentation**

Submit the following items with the completed form:

- **Regional Location Map**
- **Local Location Map**
- **Tax Lot Map**
- **Site Plan**
- **Floor Plans (As Applicable)**
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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**Photographs:**

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

**Photo Log**

**Name of Property:** Madras Army Air Field North Hangar  
**City or Vicinity:** Madras  
**County:** Jefferson **State:** Oregon  
**Photographer:** Ian Johnson, Julia Larson & Maia Fiala, Oregon SHPO  
**Date Photographed:** June 25, 2014

Description of Photograph(s) and number, include description of view indicating direction of camera:

- Photo 1 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0001  
Hangar setting, looking south
- Photo 2 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0002  
South and east hangar elevations, looking northwest
- Photo 3 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0003  
North and east hangar elevations, looking southwest
- Photo 4 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0004  
North and west hangar elevations, looking southeast
- Photo 5 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0005  
South and west hangar elevations, looking northeast
- Photo 6 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0006  
Hangar interior, looking east
- Photo 7 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0007  
Hangar ceiling and north interior elevation, looking northeast
- Photo 8 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0008  
Original signage on north interior elevation
- Photo 9 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0009  
Rear room on northeast corner of hangar
- Photo 10 of 10:** OR\_JeffersonCounty\_MadrasArmyAirFieldNorthHangar\_0010  
Main rear room on southeast corner of hangar

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar

Name of Property

Jefferson County, OR

County and State

N/A

Name of multiple listing (if applicable)

Section number Additional Documentation Page 21

### List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.)

- Figure 1:** Regional Location Map
- Figure 2:** Local Location Map
- Figure 3:** Tax Lot Map
- Figure 4:** Site Plan
- Figure 5:** Floor Plan
- Figure 6:** March at Madras Army Air Base (North Hangar in far left)
- Figure 7:** 1943 Aerial, Madras Army Air Base
- Figure 8:** 1942 Plan Drawing, Madras Army Air Base
- Figure 9:** B-17 General Arrangement
- Figure 10:** B-17 Assemblage

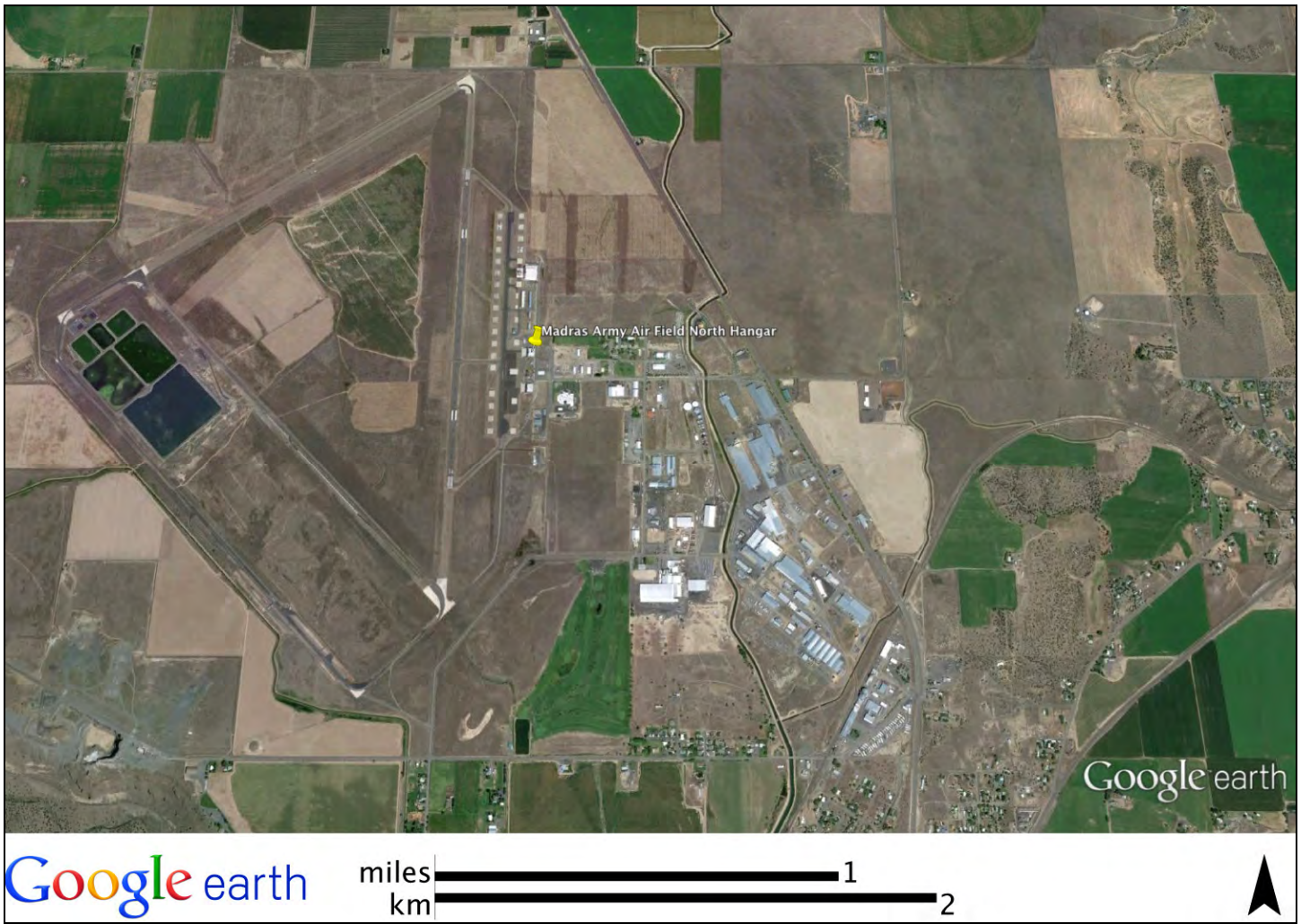
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 22

**Figure 1:** Regional Location Map, Latitude/Longitude Coordinates: 44.665733° / -121.149234°



United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 23

**Figure 2:** Local Location Map, Latitude/Longitude Coordinates: 44.665733° / -121.149234°



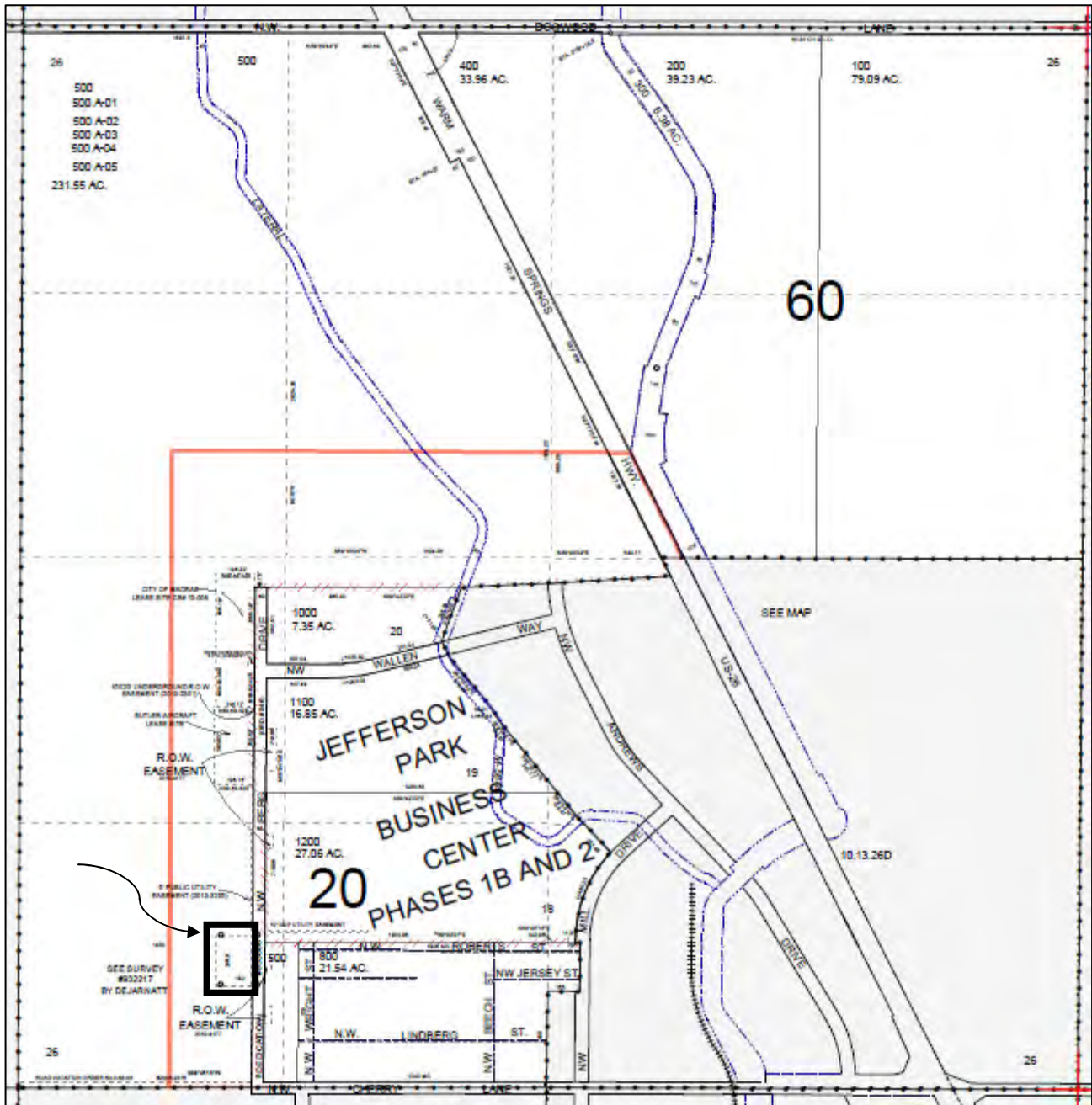
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 24

Figure 3: Tax Lot Map, nominated boundary area highlighted with black square





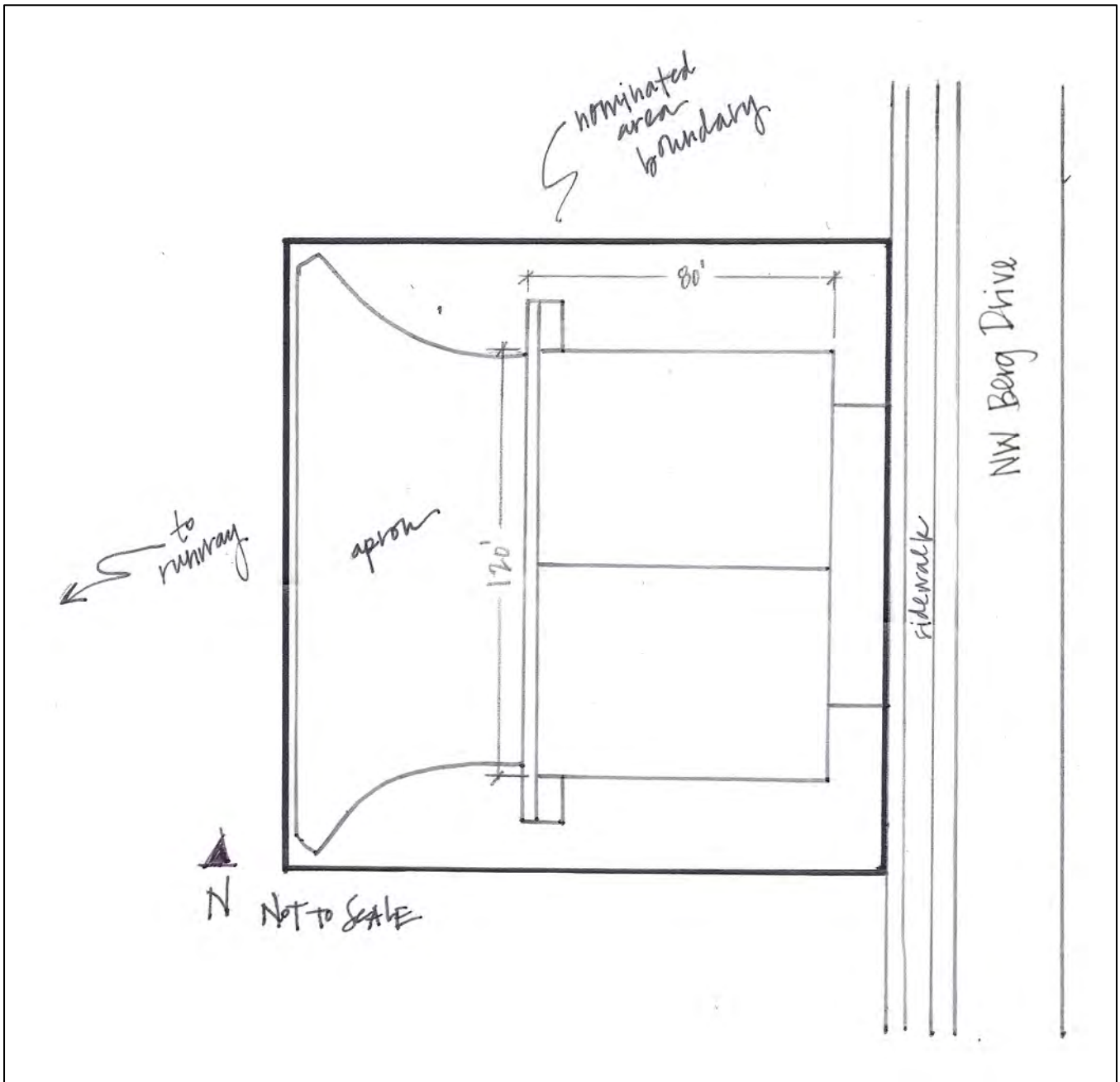
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 25

Figure 4: Site Plan



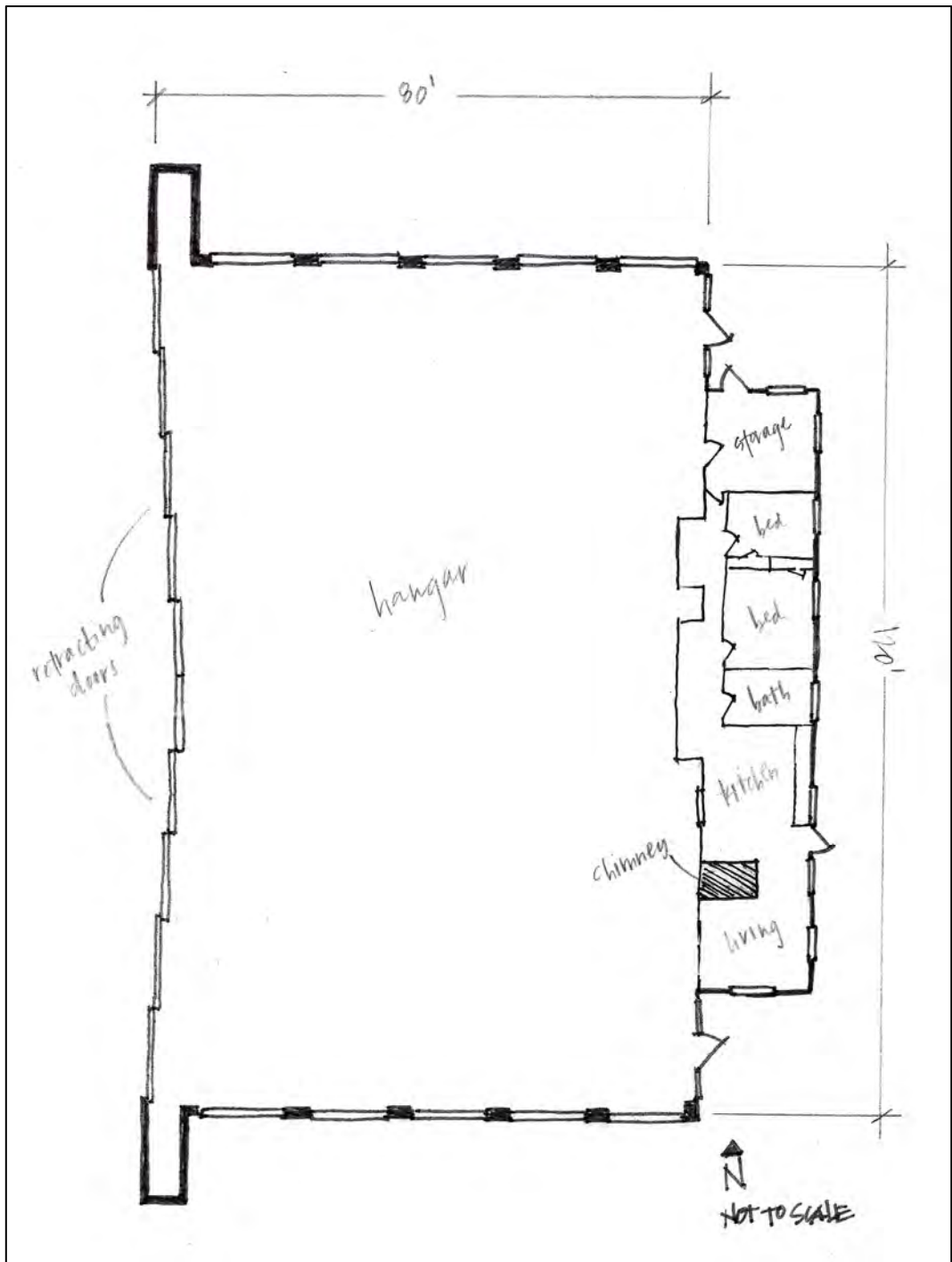
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 26

Figure 5: Floor Plan



United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 27

**Figure 6:** March at Madras Army Air Base (North Hangar in far left), ca. 1945



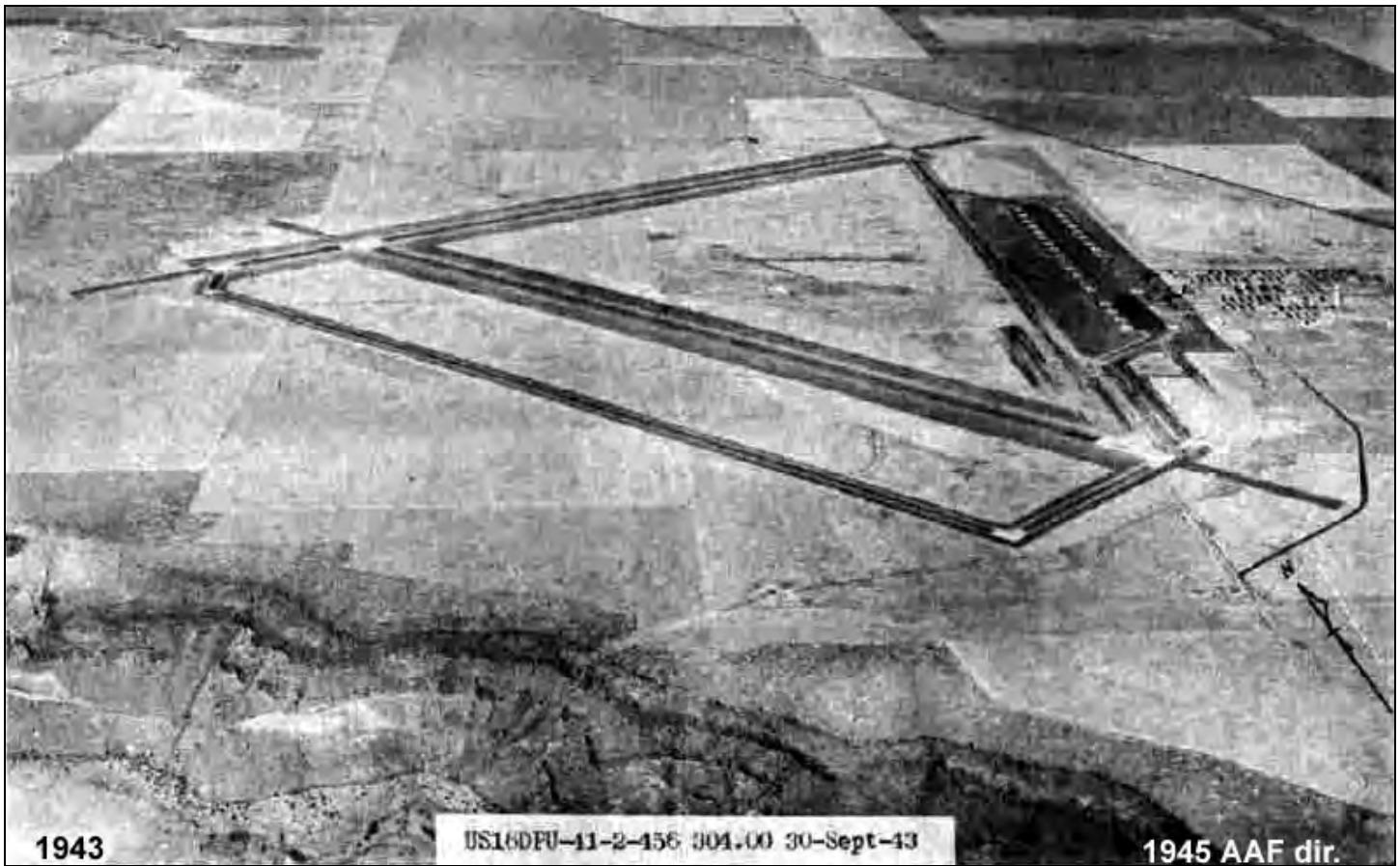
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 28

**Figure 7:** 1943 Aerial, Madras Army Air Base



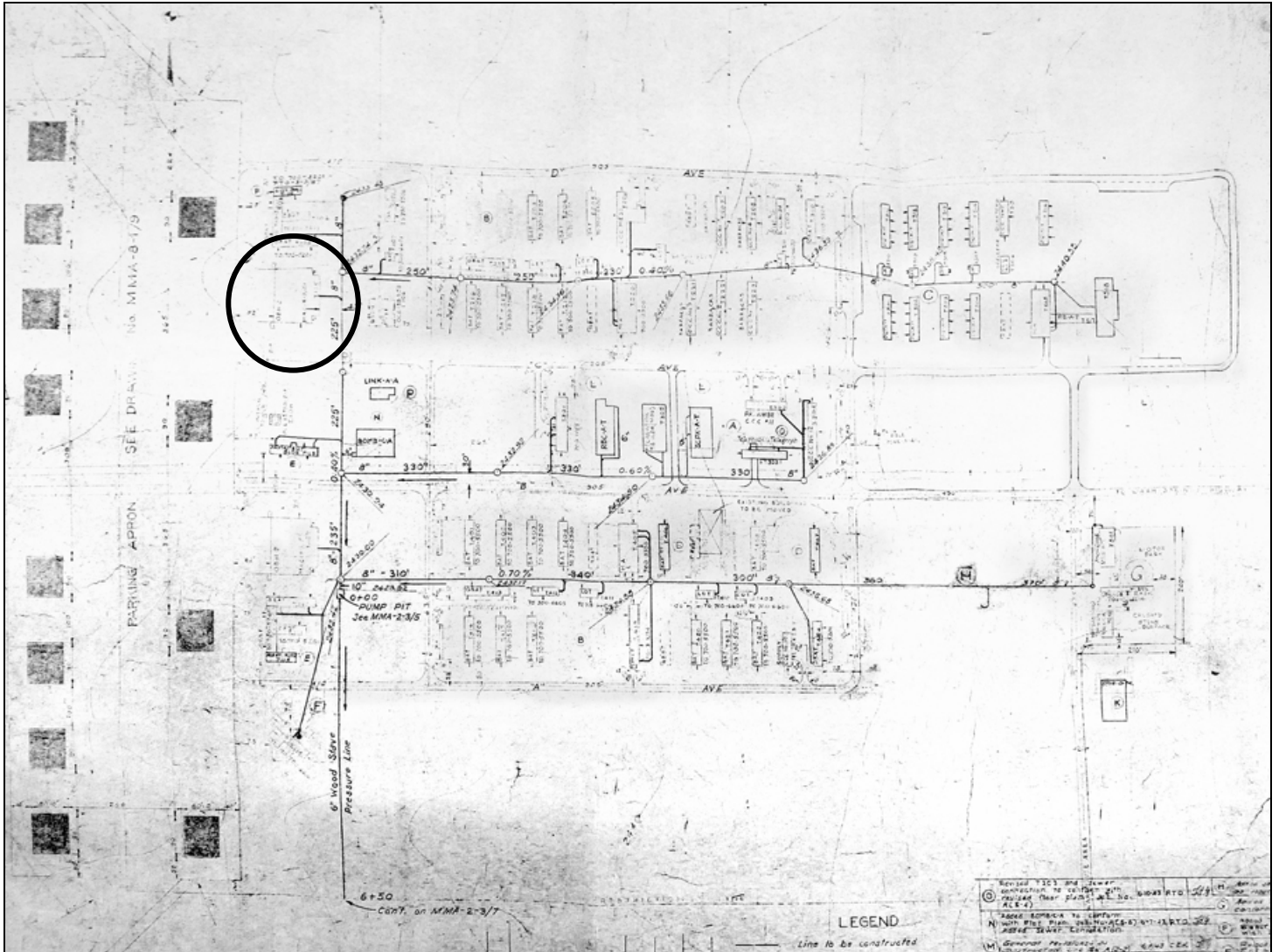
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 29

**Figure 8:** 1942 Plan Drawing, Madras Army Air Base (North Hangar location circled, two rows of square concrete pads appear to the left of the North and South hangars)



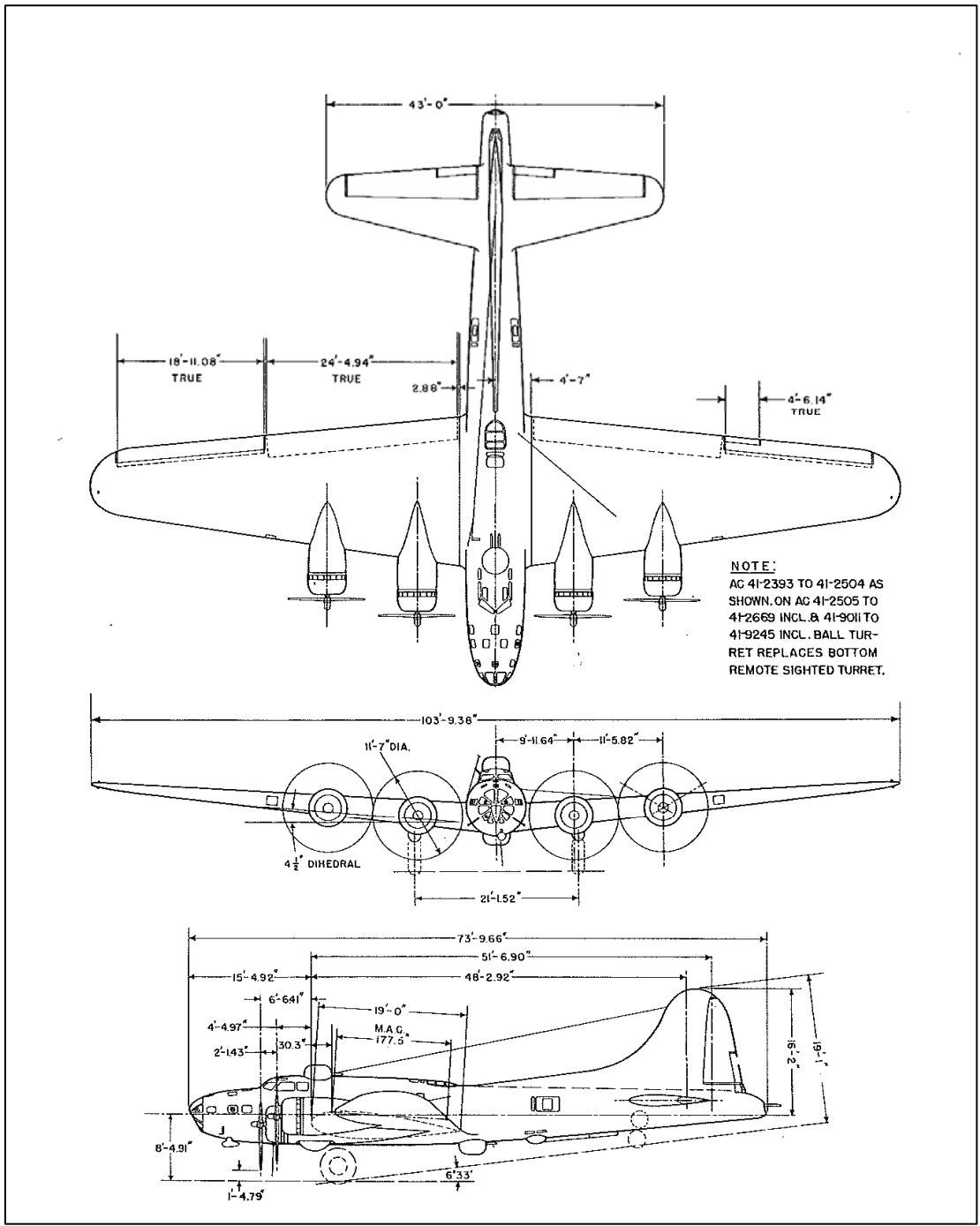
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Madras Army Air Base North Hangar
Name of Property
Jefferson County, OR
County and State
N/A
Name of multiple listing (if applicable)

Section number Additional Documentation Page 30

Figure 9: B-17 General Arrangement



United States Department of the Interior  
National Park Service

Madras Army Air Base North Hangar

Name of Property

Jefferson County, OR

County and State

N/A

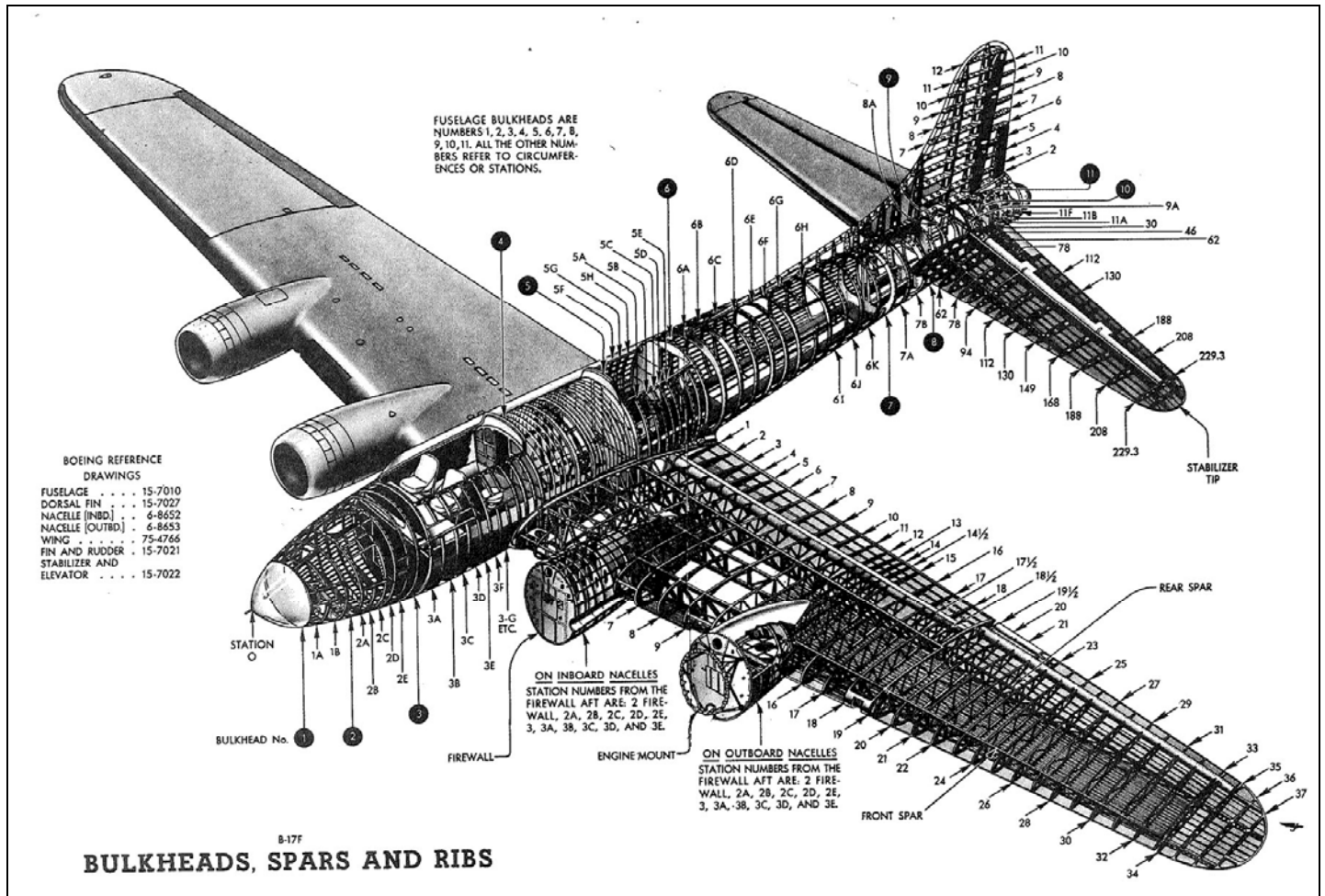
Name of multiple listing (if applicable)

# National Register of Historic Places Continuation Sheet

Section number Additional Documentation

Page 31

Figure 10: B-17 Assemblage

















NO SMOKING

NO SMOKING





*Budweiser*  
KING OF BEERS®

N714EA

N845

NO SMOKING

6

COWLING UP  
FINAL INSPECTION  
FUEL CAPACITY  
ENGINE RUN UP  
COMMUNICATIONS  
ARMAMENT . . .







National Register of Historic Places  
Memo to File

# Correspondence

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

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Madras Army Air Field North Hanger

MULTIPLE  
NAME:

STATE & COUNTY: OREGON, Jefferson

DATE RECEIVED: 4/24/15                      DATE OF PENDING LIST: 5/19/15  
DATE OF 16TH DAY: 6/03/15                      DATE OF 45TH DAY: 6/09/15  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 15000331

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    6.8.15 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



December 3, 2014

To: State Advisory Committee  
On Historic Preservation  
725 Summer St. NE  
Salem, Oregon 97301

Re: Listing of the Madras World War II Hangar on the National Historic Registry

Dear Deb Schallert:

Please accept this letter of support from the Honorable Mayor Melanie Widmer to list the Cities World War II Hangar on the National Register of Historic Places. Listing of the Hangar will provide the City a great opportunity to recognize the 1943 B-17 Hangar that has been a symbolic icon for the City's Airport. By listing the Hangar on the National Registry, the City will be able to acquire funding to aid in maintaining this historic landmark, which not only supports the City's local economy but also supports regional events such as the Airshow of the Cascades.

In 2014 the City welcomed the opening of the Tillamook Naval Air Station Museum to the Madras Airport which houses the Erickson Aircraft collection of World War II war birds including an operational B-17 recently renamed the "Madras Maiden." The Madras Municipal Airport is expanding the focus on the history of this Airport along with private industry. We see the listing of the City's World War II Hangar consistent with the goals of National Historic Registry.

The City strongly supports the efforts that have been put into this nomination.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Melanie Widmer', is written in black ink.

Melanie Widmer  
Mayor

# CITY OF MADRAS

## Request for Council Action

---

Date Submitted: November 24, 2014  
Agenda Date Requested: December 9, 2014  
To: Mayor and City Council Members  
Through: Jeff Hurd, Public Works Director  
From: Michele Quinn, Public Works Administrative Assistant  
Subject: Application for Nomination of the City of Madras WWII Hangar to be placed on The National Register of Historic Places

### TYPE OF ACTION REQUESTED:

- Resolution  Ordinance  
 Formal Action/Motion  Contract Review Board  
 None - Report Only

Formal action / motion that Council approves the Application for nomination of the North Hangar to the National Register of Historic Places.

### DESCRIPTION:

The North Madras Hangar is eligible to be listed as an historic building on the National Register of Historic Places. In order to do so an application must be filed by February 19, 2014.

### STAFF ANALYSIS:

Staff has been researching grant opportunities to repair the North Madras WWII Hangar and has been unable to apply since the building is not registered as a historic landmark. At the January 16, 2014 Airport-Industrial Committee Meeting, a motion was made to recommend nominating the hangar to the National Historic Registry. Staff has acquired the assistance of interns working for the Oregon Parks and Recreation Department to assist with filling out all required documentation for this process. Nominations are sent to The Oregon Parks and Recreation Department on February 19<sup>th</sup> and will be reviewed by their staff for completeness and accuracy. The nomination document is then forwarded to the local government for comment. The 9-

member governor-appointed State Advisory Committee on Historic Preservation (SACHP) then reviews the document. Any comments from the local government or the SACHP are then put into another revision memo and the applicant is given 4 weeks to make the final edits. Completed documents are signed by the head supervisor of Oregon Parks and Recreation Department and forwarded to the National Park Service where the Staff recommends approval of the application and submitting for listing the North World War II Hangar. If listed on the National Registry this will open doors for grants that we do not qualify for now. Nomination is considered for 45 calendar days before a decision is made.

**SUMMARY:**

- A. **Fiscal Impact:**
  - Possibility of grant funding
- B. **Funding Source:**
  - None
- C. **Recognition of Collateral Material and Technical Report:**
  - National Register of Historic Places Registration form
  - Airport-Industrial Site Committee minutes
  - Letter of support

**RECOMMENDATION:**

Formal action / motion that Council approves the Application for nomination of the North Hangar to the National Register of Historic Places.

**AGENDA**

I Call to Order

II Pledge of Allegiance and Prayer

III Consent Agenda

All matters listed within the Consent Agenda have been distributed to each member of the Madras City Council for reading and study, are considered to be routine, and will be enacted by one motion of the Council with no separate discussions. If separate discussion is desired, that item may be removed from the Consent Agenda and placed on the Regular Agenda by request.

A. Approval of Vouchers

B. Approval of Minutes From the November 18, 2014  
City Council Meeting

C. Approval of Appointments/Re-appointments to Urban Forestry Commission

Brad Jorgensen	January 1, 2015 to December 31, 2017
John Arena	January 1, 2015 to December 31, 2017
Rebekah Burchell	January 1, 2015 to December 31, 2017

D. Approval of Appointments/Re-Appointments to Airport-Industrial Site Commission

Mike Ahern	County Representative	January 1, 2015 to December 31, 2018
Rob Berg	City Rep/Airport Mgr.	January 1, 2015 to December 31, 2018
Mike Folkestad	County Resident	January 1, 2015 to December 31, 2018
Tom Hansen	County Resident	January 1, 2015 to December 31, 2018
Royce Embanks	City Council Rep.	January 1, 2015 to December 31, 2018
Tom Brown	City Council Rep.	January 1, 2015 to December 31, 2018

- E. Approval of Amendment to ODOT Agreement No. 30150-01  
Madras Municipal Airport Improvement Project No. 2013-07 (Connect Oregon V)
- F. IPAD Implementation Update
- G. Authorization to Proceed Through the Process of Sole Source Procurement  
With Net Assets Corporation

IV Acceptance of Audit Report (FY 2013-2014)

Brenda Bartlett, SGA Certified Public Accountants & Consultants, LLP  
Finance Director, Brandie McNamee

V McKinney-Vento Homeless Education Program and Homeless Student Population

Kaila Monroy, Jefferson County School District Homeless Liaison

VI Resolutions

A. Resolutions No. 27-2014

A resolution authorizing the establishment of the health reimbursement arrangement/  
voluntary employees' beneficiary association ("HRA VEBA") plans.

Assistant to the City Administrator, Sara Puddy

B. Resolution No. 28-2014

A resolution to adopt a Corrective Action Plan to address legal deficiencies disclosed  
in the 2013-2014 Audit Report.

Finance Director, Brandie McNamee

VII "Draft" Ordinances For Review and Comment

A. Ordinance No. \_\_\_\_\_ (Court References)

An Ordinance of the City of Madras, Jefferson County, Oregon, amending  
ordinances that currently contain references to Municipal Court, and declaring an  
emergency.

City Attorney, Jeremy Green



B. Ordinance No. \_\_\_\_\_ (Dog Control)

An ordinance relating to Dog Control, and the Control of Canines within the City of Madras that are deemed dangerous, imposing certain restrictions and regulations on said canines, establishing a hearing process, repealing Ordinances No. 438 and 454, and declaring an emergency.

City Attorney, Jeremy Green

C. Ordinance No. \_\_\_\_\_ (Zoning)

An ordinance establishing land use zones to regulate the location of building structures and the use of land within the City of Madras, Oregon; providing penalties for the violation thereof; repealing and replacing Ordinance No. 723, and all other ordinances or parts of ordinances in conflict herewith, and declaring an emergency.

Community Development Director, Nick Snead

VIII Ordinance No. 861

An ordinance amending the City of Madras Comprehensive Plan Pertaining to State Land Use Goal #7 - Natural Hazards.

Community Development Director, Nick Snead

IX Approval of Professional Services Contract for Planning Services - William B. Adams

Community Development Director, Nick Snead

X City Planning Commission

A. Reappointment to City Planning Commission

Joe Krenowicz Term: January 1, 2015 through December 31, 2017

B. Discussion on Current Planning Commission Vacancies

Community Development Director, Nick Snead

XI Public Contract Review Board

Mayor Opens Public Contract Review Board Meeting

A. Contract Amendment No. 1 - Harper, Houf, Peterson and Righellis Professional Services for the City of Madras Wastewater Master Plan Update and Industrial Site Readiness Plan

- 1) Staff Report
- 2) Comments From the Public
- 3) Council Deliberations
- 4) Council Takes Formal Action

Public Works Director, Jeff Hurd

B. Award of Professional Services Contract to FCS Group City's Transportation Utility Formation Study

- 1) Staff Report
- 2) Comments From the Public
- 3) Council Deliberations
- 4) Council Takes Formal Action

Public Works Director, Jeff Hurd

Mayor Closes Public Contract Review Board Meeting

XII Application for Nomination of the City of Madras World War II Hangar to be Placed on the National Register of Historic Places

Public Works Director, Jeff Hurd

XIII Council Ratification of Acceptance of "Certified Abstract of Votes" by City Elections Official, and Approval of the Proclamation Declaring Election of Candidates

City Recorder, Karen J. Coleman

## OFFICIAL MINUTES

### CITY COUNCIL, CITY OF MADRAS DECEMBER 9, 2014

#### 2) Comments From the Public

Mayor Widmer provided those in attendance with an opportunity to present comments at this time.

There were no comments offered.

#### 3) Council Deliberations

Mayor Widmer told Public Works Director Hurd that at first glance you think wow that is a big price difference, but the way he explained it makes a lot of sense as we really do need the people who know how to do this. You get what you pay for.

#### 4) Council Takes Formal Action

**A MOTION WAS MADE BY COUNCILOR RICHARD LADEBY AND SECONDED BY COUNCILOR CHUCK SCHMIDT THAT COUNCIL APPROVE THE PROFESSIONAL SERVICES CONTRACT BETWEEN THE CITY OF MADRAS AND FCS GROUP IN THE AMOUNT OF \$49,260 FOR THE CITY'S TRANSPORTATION UTILITY FORMATION STUDY. THE MOTION PASSED UNANIMOUSLY, 6/0.**

Mayor Widmer closed the Public Contact Review Board meeting and reconvened the City Council meeting at 8:05 p.m.

#### XIII APPLICATION FOR NOMINATION OF THE CITY OF MADRAS WORLD WAR II HANGAR TO BE PLACED ON THE NATIONAL REGISTER OF HISTORIC PLACES

Public Works Director Hurd advised Council that he is proud to present this to them tonight. He mentioned that he and Michele Quinn had started on this endeavor back in January 2014, of going through the process of trying to nominate our North Madras Hangar for the National Historic Registry.

There is an application that doesn't cost anything to do. The application just takes a considerable amount of time and effort in getting it done. He said that he really has to commend Public Works Assistant, Michele Quinn, because when they started working on this they were looking through the application, started to put it together and put the

## OFFICIAL MINUTES

### CITY COUNCIL, CITY OF MADRAS DECEMBER 9, 2014

information in there, and found that there was an overwhelming amount of information that needed to go on the application. He mentioned that Michele was able to convince Ian Johnson with Oregon SHPO (State Historical Preservation Office) to help us put the application together. They were the ones that actually came over to the City, met with him, Michele, and Rob Berg at the Airport, went around and looked at the hangar, collected all of the data, went back, and has actually written this application for the City.

What staff is looking for tonight is Council's approval of the nomination form, and authorization for the Mayor to sign the letter of recommendation. They will take our nomination and submit it to the National Registry, and hopefully in a couple of months that hangar will be listed.

The benefit of having it on the registry is that we are able to obtain grant funding (e.g. a Preserving Oregon Grant). This is about a \$20,000 grant that you can get to help with preserving historic buildings. He told the Council that we weren't able to obtain that before as you had to be on this registry. This would give us an opportunity to do things like fix the windows on the hangar building.

Councilor Chamberlain wanted to know if there were any downside issues to having it on the National Historic Registry. It had been his understanding that if a building is on the registry that you can change the inside of the building, but you cannot change the footprint of the building. He said that he was just wondering if in the future sometime we might regret being on that registry.

Public Works Director Hurd explained that in all actuality because it is a public building, the age of the building, and what it is, we are still kind of restricted by the State Historic Preservation Office, so it doesn't really change anything. If we were going to demolish the building, we would still have to contact SHPO and go through their process because the building is over 50 years old. He reiterated that it really doesn't change the process; it just adds the benefit of having the recognition of having it on the registry and provides opportunities for grant funding.

Councilor Chamberlain asked if it was true that having it on the registry it cannot be demolished. He also wanted to know if once it is on the registry if it is permanent or if it can be taken off.

Public Works Director Hurd advised Councilor Chamberlain that this is not true, as you can go in there and demolish it; you just have to go through a process to have that done. He indicated that he could not answer Councilor Chamberlain's question as to whether a building, once it has been placed on the Registry, can be taken off as he had not asked that question. He offered to go back and ask that question. He said that you can make major alterations; you just have to go through a process to get them approved.

## OFFICIAL MINUTES

### CITY COUNCIL, CITY OF MADRAS DECEMBER 9, 2014

For example, they had been allowed to replace the windows on the North Hangar with the stipulation that the windows had to be made from like materials, which meant that they had to use wood framed windows rather than vinyl windows.

Councilor Brown mentioned that windows are going to be a major part of the preservation of that building. We will be able to upgrade the windows to keep the water out.

**A MOTION WAS MADE BY COUNCILOR ROYCE EMBANKS AND SECONDED BY COUNCILOR JIM LEACH THAT COUNCIL APPROVE THE APPLICATION FOR THE NOMINATION OF THE NORTH HANGAR TO THE NATIONAL REGISTER OF HISTORIC PLACES. THE MOTION PASSED UNANIMOUSLY, 6/0.**

#### **XIV COUNCIL RATIFICATION OF ACCEPTANCE OF "CERTIFIED ABSTRACT OF VOTES" BY CITY ELECTIONS OFFICIAL, AND APPROVAL OF THE PROCLAMATION DECLARING ELECTION OF CANDIDATES**

City Recorder Coleman explained that as the Elections Official she accepted the "Abstract of Votes" on behalf of the City with the understanding that this acceptance would be formally ratified by the Council. The Council must also accept the Proclamation Declaring Election of Candidates.

Mayor Widmer welcomed Councilor Elect Montgomery.

**A MOTION WAS MADE BY COUNCILOR WALT CHAMBERLAIN AND SECONDED BY COUNCILOR TOM BROWN THAT COUNCIL TAKE FORMAL ACTION TO RATIFY THE CITY ELECTION OFFICIAL'S ACCEPTANCE OF THE CERTIFIED ABSTRACT OF VOTES ON BEHALF OF THE CITY OF MADRAS FOR THE 2014 GENERAL ELECTION AND ACCEPT THE PROCLAMATION AS PRESENTED. THE MOTION PASSED UNANIMOUSLY, 6/0.**

#### **XV APPOINTMENT OF CITY REPRESENTATIVE AND ALTERNATE TO SERVE ON THE BASIN STUDY WORK GROUP STEERING COMMITTEE**

City Administrator Burri advised Council that this work group is associated with the Deschutes Water Alliance of which the City is a member. This has to do with a work group that is working on this basin study. They have State and Federal funds involved. They are currently working through their scoping process of how they will assess water in the area and how they will identify needs.



# Oregon

Kate Brown, Governor

## Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

[www.oregonheritage.org](http://www.oregonheritage.org)

April 21, 2015

J. Paul Loether  
National Register of Historic Places  
USDOI National Park Service - Cultural Resources  
1201 Eye Street NW, 8th Floor  
Washington, D.C. 20005



Re: National Register Nomination

Dear Mr. Loether:

At the recommendation of the Oregon State Advisory Committee on Historic Preservation, I hereby nominate the following historic property to the National Register of Historic Places:

**MADRAS ARMY AIRBASE NORTH HANGAR**  
2028 NW BERG DR  
MADRAS, JEFFERSON COUNTY

The enclosed disk contains the true and correct copy of the nomination listed above to the National Register of Historic Places.

We appreciate your consideration of this nomination. If questions arise, please contact Ian Johnson, National Register & Survey Coordinator, at (503) 986-0678.

Sincerely,

Christine Curran  
Interim Deputy State Historic Preservation Officer

Encl.

