

United States Department of the Interior  
National Park Service

SENT TO D.C.

10-9-98

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A).

Complete each item by marking "x" in the appropriate box or by entering the information requested. If 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

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1. Name of Property

=====

historic name Hangar 1, Naval Air Station (Glenview)

other names/site number Naval Reserve Aviation Base Chicago (Glenview)

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2. Location

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street & number 1901 Fourth Street not for publication   
city or town Glenview vicinity   
state Illinois code IL county Cook code 031 zipcode 60025

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)

William L. Akert / SHPO  
Signature of certifying official

10-1-98  
Date

Illinois Historic Preservation Agency  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

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4. National Park Service Certification  
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I, hereby certify that this property is:

\_\_\_\_ entered in the National Register

\_\_\_\_ See continuation sheet.

\_\_\_\_ determined eligible for the

National Register

\_\_\_\_ See continuation sheet.

\_\_\_\_ determined not eligible for the

National Register

\_\_\_\_ removed from the National Register

\_\_\_\_ other (explain): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date  
of Action

=====  
5. Classification  
=====

Ownership of Property (Check as many boxes as apply)

\_\_\_\_ private

X public-local

\_\_\_\_ public-State

\_\_\_\_ public-Federal

Category of Property (Check only one box)

X building(s)

\_\_\_\_ district

\_\_\_\_ site

\_\_\_\_ structure

\_\_\_\_ object

Number of Resources within Property

Contributing	Noncontributing
<u>  1  </u>	<u>  0  </u> buildings
<u>  0  </u>	<u>  0  </u> sites
<u>  0  </u>	<u>  0  </u> structures
<u>  0  </u>	<u>  0  </u> objects
<u>  1  </u>	<u>  0  </u> Total

Number of contributing resources previously listed in the National Register   N/A  

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

=====  
6. Function or Use  
=====

Historic Functions (Enter categories from instructions)

Cat: **Defense** Sub: **Naval Facility**

Current Functions (Enter categories from instructions)

Cat: **Vacant/Not in Use** Sub:

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7. Description  
=====

Architectural Classification (Enter categories from instructions)

**Modern Movement/International Style**

Materials (Enter categories from instructions)

foundation **Concrete**

roof **Asphalt**

walls **Brick**

other **Wood**

**Metal/Steel**

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

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8. Statement of Significance  
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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.)

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

Areas of Significance (Enter categories from instructions)

Military

Period of Significance 1937-1945

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)

N/A

Cultural Affiliation   N/A  

Architect/Builder **Architect/1929 Construction: Andrew N. Rebori, Chicago**  
**Architect/1937-1942 Construction: Bureau of Yards and Docks, United States Navy**

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

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9. Major Bibliographical References

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

Previous documentation on file (NPS)

preliminary determination of individual listing (36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey # \_\_\_\_\_

recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository: \_\_\_\_\_

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10. Geographical Data

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Acreage of Property **Approx. 5.5 acres**

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	16	431855	4659955	3	_____	_____
2	___	_____	_____	4	_____	_____

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

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

=====  
11. Form Prepared By  
=====

name/title Elizabeth Dinsmore

organization Glenview Hangar One Foundation date August 13, 1998

street & number P. O. Box 198

telephone 847-724-8233

city or town Glenview

state IL zip code 60025-0198

=====  
Additional Documentation  
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Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

=====  
Property Owner  
=====

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

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Hangar 1, NAS Glenview  
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county and State

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Summary

Hangar 1 (Building 1) is located at the former Naval Air Station (NAS) Glenview in Cook County, Illinois. NAS Glenview is within the boundary of the City of Glenview, a suburb in the metropolitan area of the city of Chicago. NAS Glenview was a naval aviation station and Hangar 1 is located in the central section of this facility adjacent to concrete runways and support buildings. The building's main facade faces the northeast towards paved runways and the former flight line. It was the station's primary flight operations and control facility and was the largest building at NAS Glenview, encompassing over 185,00 square feet.

Hangar 1 was constructed in three major phases: the original two hangar bay section completed in 1929; the central bay addition in 1937; and the expansion of the building into its present form in 1942. The original building was designed by Chicago architect Andrew N. Rebori. Rebori's design was influenced by the International style with its rectangular plan, horizontal appearance, large expanses of windows, open balconies, and absence of ornamentation. The building was designed with three two-story brick sections containing offices, passenger waiting rooms and open balconies for spectators. Separating the three brick sections were two hangar bays to access aircraft in and out of the building. The hangar bays contained large steel hangar doors which retracted into the building on a sliding track system. The interior of the building contained a variety of separate office areas and waiting rooms in the brick wings, while the interconnecting hangar bays created large open space with steel truss ceiling and concrete floor.

This original design remained unchanged until the acquisition of the building by the federal government in 1936. The building was leased by the Navy for an aviation field in 1937. A new two-story central brick section was constructed on the main (east) elevation facing the runway. Designed by the Navy's Bureau of Yards and Docks, this design created a new primary entrance into the building with a surround of structural glass blocks. Flanking the entrance were continuous bands of steel windows on both floors. This enlargement of the building provided enlisted personnel messing facilities and additional space for flight operations.

America's entry into World War II resulted in a massive expansion of the naval aviation facility at Glenview. One of the major construction projects was the enlargement of Hangar 1, which served as the station's primary training, repair, and maintenance facility. This construction was initiated in 1942 and completed the following year. The construction resulted in a completely new appearance for the building. On the east elevation the north and south office wings of the building were enlarged and designed with brick veneer walls and windows similar to those of the 1937 central section addition. At the northeast corner of the north wing and the southeast corner of the south wing, three-story octagonal observation towers were built. At the roofline of the central bay a third story flight operations room was constructed and, above this room, a flight control tower was erected. The exterior of the hangar bays were built with new hangar doors, and another hangar bay was added at the southwest corner of the building. Additional offices were added at the rear (west) facade along with a one-story brick wing containing a paint shop.

The building has not been extensively altered since 1943 and appears much as it did during World War II. The building retains its original brick veneer walls, steel windows, and flight operations and observation towers. The primary changes to the building on the main facade are the addition of a ca. 1980 enclosed canopy at the central entrance and the replacement of original hangar

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doors in 1990. The canopy provides a protected walkway to the flight line, is largely translucent, and does not significantly detract from the building's overall appearance. The replacement hangar doors were designed to match the original in materials, glass light arrangement and operation, and are in keeping with its historic character. The interior retains its World War II era plaster and concrete walls, staircase, and overall floor plan. In the central 1937 section some of the original pine wall surfaces remain extant. The hangar bays retain their original steel truss support systems and concrete floors. Many of the building's original interior doors have been retained.

#### Description

Hangar 1 is a two-story brick veneer, steel and concrete building constructed in 1929 and remodeled into its present form in 1937 and 1942. The building has a concrete foundation, exterior walls of tan color irregular brick, and a flat roof of asphalt roofing material. Hangar 1 is asymmetrical in shape with a rear one-story wing. Windows are original to the remodelings of 1937 and 1942 and are of steel and glass awning and hinged design. The windows have steel lintels and connecting concrete sills.

The main (east) facade of Hangar 1 consists of five separate sections (Photos 1 and 3). The center section, remodeled in 1937, is composed of three stories with the third story stepped back from the first and second floors (Photo 2). Above this section is a stepped fourth floor with chamfered corners. On the roof is the control tower and cab. Flanking the central section are hangar bays. On either side of the hangar bays are two-story wings remodeled in 1942. At the northeast and southeast corners of these wings are octagonal third floor observation decks (photo 4). Windows are arranged in continuous bands and are grouped in sections of twos and threes. These windows are four-light, nine-light and twelve-light steel hinged design. Behind the original windows are ca. 1970 sliding track interior storm windows.

On the main facade of the central section is an enclosed brick pier, aluminum panel, and glass canopy added ca. 1980. The canopy encloses a walkway which leads to the primary entrance. This entrance has ca. 1980 double doors of aluminum and glass design. The door surround has structural glass blocks added in 1937. The entrance leads to a vestibule and the entrance leading into the building has ca. 1980 double doors of aluminum and glass design. Below the windows on both floors of this section is metal coping over the brick. The third floor has none-light steel windows. At the roofline of the third floor is metal coping. The fourth floor has a series of three-light and nine-light awning and hinged windows. In the central bay of the fourth floor is a concrete panel with the naval insignia. Between the fourth floor windows and the cab is a metal catwalk and pipe railing.

The hangar bays have nine-panel steel doors which were installed 1989-90. The hangar panels each have two lower steel panels and two, twenty-four-light insulated glass panels. Above the hangar doors are vertical aluminum panels added ca. 1992. Two of the hangar panels have inset steel pedestrian doors. The majority of pedestrian entrances into the building have ca. 1980 single-light steel and glass doors. Others are ca. 1970 four-light steel design.

The south wing has five entrance bays on the main (east) facade. The central bay has ca. 1990 double doors of single-light glass and steel design and the door surround has original structural glass blocks. The other four entrances have ca. 1980 single-light glass and steel doors. The central entrance has a concrete lintel and projecting brick piers with concrete caps. Below the roofline



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and dividing the second and third stories at the corner bay is a concrete belt course. At the roofline is metal coping. The third floor deck has a poured concrete overhanging flat roof and added metal coping.

On the south facade of the south wing are three entrances with ca. 1980 glass and steel single-light doors. To the west of the office section are two hangar bays (Photo 5). The east bay has ca. 1990 nine-panel hangar doors. These doors are of two panel and forty-eight-light configuration. This hangar bay has a gable roof of rolled roofing material. Above the hangar doors are metal and glass panels added ca. 1980. The west hangar bay was added in 1942 and the south facade of this bay has a central hangar door section consisting of five sets of double steel and glass panels. This hangar door is original and rotates into the building on an overhead mechanized track system. The corner bays of this door have single-light steel and glass pedestrian doors. Flanking the hangar doors are two full-height window openings which have concrete sills. The two window openings are divided by a brick pier with a concrete cap.

The west facade of the south hangar bay consists of six full-height window bays with concrete sills. Each window bay is divided by brick piers with concrete caps. The window openings have added metal panels and single-light steel hinged windows. The rear of the south hangar bay has a two-story wing with window openings divided by brick piers. The window openings have added metal panels and single-light aluminum and awning windows.

The main (east) facade of the north office wing has five entrance bays. The central entrance has ca. 1990 double doors of single-light steel and glass design. The door surround has added structural glass blocks. Above the window is a concrete lintel and the entrance is flanked by brick piers. The other four entrances have ca. 1980 single-light glass and steel doors. Windows are nine-light steel design with central awning lights. Below the roofline and dividing the third and second floors is a concrete belt course. The roof of the third deck is of poured concrete.

At the rear of the building is a one-story brick wing containing the paint shop (Photo 6). The south facade of this wing consists of four bays. The two east bays have paired twenty-four-light steel windows with inset awning design panels and concrete sills. Dividing the four bays are brick piers. This wing has a poured concrete foundation, exterior wall surface of five-course common bond brick, and a barrel vault roof with an asphalt based surface. There are two entrances on this facade with single-light glass and steel doors. The connecting bay between the wing and the main building has an exterior of corrugated metal panels and a ca. 1970 garage overhead metal track door. The west bay of the rear wing lacks fenestration. The north facade of the rear wing has four bays with single-light and paired twenty-five-light steel windows with concrete sills. An entrance on this facade has a ca. 1980 single-light glass and steel door. Dividing each bay is a brick pier.

In the connecting bay between the rear wing and the main building on the north facade is a central garage bay with sliding track, double steel doors of thirty-six-light design. The west bay has a thirty-light steel window. Adjacent to this window is a ca. 1980 single-light steel and glass window. The east bay has a multi-light steel window with metal louvered vents and a six-light and louvered glass and steel door.

The rear of the west facade of the central main section has two entrance bays. The south entrance bay has been enclosed with brick. The north entrance bay has a ca. 1990 single-light glass and steel door. Above this door are structural glass blocks. Each

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door surround has stepped brick work and the entrance bays project from the main facade. Windows on this facade are ca. 1970 three- and four-light aluminum design with sliding lower panels. On the second floor these windows have been added in front of the original steel windows.

At the rear or west facade of the north hangar bay is a one-story brick wing with eight bays (Photo 7). Entrances in this wing have double doors of ca. 1980 steel and glass single-light design. The south bay of this wing has an overhead metal garage door. Windows are four-light ca. 1970 aluminum and glass fixed design. At the rear or west facade of the north section are six window bays. Each window bay is divided by brick piers and the window bays have concrete sills. Windows have been covered with aluminum panels. Aluminum panels have also been added between the tops of the windows and the roofline.

The north facade of the north section consists of the office and hangar sections (Photo 8). The hangar section has nine ca. 1990 hangar doors of steel panels and sixty-four-light configuration. There are pedestrian entrances in the east and west hangar doors. Above the hangar doors are aluminum and glass panels and single-light aluminum awning windows. The hangar section has a metal gable roof. The north facade of the two-story office wing has two pedestrian entrances with ca. 1980 single-light steel and glass doors. Windows on the office wing are both nine-light steel awning design and ca. 1980 nine-light aluminum awning design.

The interior of the building is composed of separate office wings, behind which are large hangar bays for aircraft repair and maintenance. The interior of the office wings have frame and plaster partition walls, added carpeting on the floor, and dropped ceilings of acoustical tile. Some original wood paneled doors and glass and wood paneled doors remain, but most interior doors are of glass and wood added in the 1960s and 1970s. The hangar bays are largely composed of brick walls, concrete floors, and steel truss ceiling systems.

The central office wing has had its central hall original staircase replaced on the first floor level. The staircase above the first floor retains its original metal railing. Sections of the first and second floor hallways and office areas retain original sections of the 1937 pine wall paneling (Photo 10). The fourth floor observation deck has hollow core glazed tile walls. The cab interior has been remodeled with acoustical tile ceilings and a linoleum floor.

The north office wing has a central hallway with a terrazzo floor. Walls have added wood panels and the ceiling is of plaster. Doors are original five-panel wood design and three-light glass and wood design. Above the glass and wood doors are single-light wood and glass transoms. Wood paneling has been added over metal posts and on some walls. Dividing the office and rear hangar spaces are five-course common bond brick walls. These walls have had the original window openings enclosed with brick. The staircase in the north office wing is original and has a curved Art Moderne metal railing (Photo 9). Some interior walls of this wing are of glazed hollow core tile. Bathrooms retain original pedestal sinks but most fixtures have been replaced in past decades. Leading to the third floor observation deck is an original solid steel door. This deck is reached by an enclosed brick hallway with nine-light steel windows. Several other doors leading from the staircase are of original solid steel design. Staircases to the third floor have metal railings.

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The south office wing retains its original metal staircase with an Art Moderne curved railing. The staircase and floors have a terrazzo surface. The interior has added wood panels on the walls. Doors are single-light and three-panel glass and wood design added ca. 1970.

The hangar bays have concrete floors and steel truss ceiling systems (Photo 11). The west walls of the hangar bays are of the original 1929 construction period and are of brick and hollow core tile construction. The rear brick walls of the south hangar bay have original multi-light steel windows. The hangar bays have shed or monitor roof skylight openings.

#### Summary Statement

Hangar 1 at the former naval Air Station Glenview meets National Register Criterion A for its significance in defense. The original section of the building was constructed in 1929 as the Curtiss-Reynolds Airport. This airport was planned to be the primary aviation facility for the Chicago area. The airport's opening was followed soon after by the stock market crash and the onset of the Great Depression. Due to the economic instability of the period, the airport was not profitable. In 1936 the property was leased and later sold to the federal government as a naval facility. The building was remodeled by the Navy in 1937 and was further enlarged during World War II. NAS Glenview was expanded surrounding Hangar 1, and the building was used as the station's primary training and flight center. NAS Glenview was an important training facility during World War II and Hangar 1 is the most representative building of this mission. Hangar 1 retains much of its integrity of design from its World War II appearance.

The building's period of significance is from 1937 to 1945. This interval encompasses the Navy's acquisition of the building, its remodeling into its present form, and its use as an aviation training facility until the end of World War II. After the war, NAS Glenview was used for pilot training which is considered supportive, but not critical, in Cold War history. Therefore, Hangar 1 does not possess exceptional significance for the Cold War era.

#### Historical Overview

On February 16, 1929, The Chicago Daily News announced the sale of 288 acres of farmland in Glenview and speculated that the land may have been "acquired for (a) flying field" The newspaper continued by stating:

Several aviation organizations have been reported as seeking location(s) for airports in this vicinity, and one concern, the recently formed Curtiss Flying Service of Illinois, has had several sites north and northwest under consideration. Maj. R.W. Schroeder, local director of the Curtiss interests is now in New York, and is said to be completing plans for establishment of a Chicago unit in a chain of flying fields and flying schools to extend across the continent.

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The establishment of a "new million dollar airport for Chicago" was confirmed by Major Schroeder, vice president and general manager of the Curtiss Flying Service. The Chicago field would "occupy a key position in the national chain of 25 airports established at strategic points throughout the country. It will be the central base for Curtiss flying activities."

When the Curtiss Flying Service developed plans to build a chain of airfields across the country, they looked to the Glenview community as the site for their Chicago area facility. In 1928, they purchased a tract of 288 acres bounded by Old Willow Road, the Chicago, Milwaukee and St. Paul Railroad, old Lake Avenue and Shermer Road. This tract was assembled from nine different farmers. Eventually, they added more acreage. Construction soon began on a state-of-the-art hangar facility surrounded by a concrete ramp. An immense job of land leveling and drainage modifications was undertaken to prepare the airfield itself. The brick and steel terminal was completed in 1929 under the direction of architect Andrew N. Rebori of Chicago. His design was in the International style with its large expanses of windows, open balconies, and lack of ornamentation. The building featured waiting rooms, offices, observation platforms and aircraft hangars.

The National Air Races were conducted at the Curtiss-Reynolds Airport from August 23 through September 2, 1930. Fifty thousand people packed the grandstands to watch formation and stunt flying performed by the military, and to observe daredevil pilots including Jimmy Doolittle and Wiley Post. Despite the prominence of the airport, the early 1930's were a struggle for the Curtiss Company. The country's overall economic decline during the Depression reduced the airport's business travelers. By 1936 the company was in financial difficulty.

At the same time, the Navy was seeking to expand its operations in the Chicago area and the airport's location and excellent facilities offered an attractive site. The Navy entered into a lease agreement with the Curtiss company and, in 1937, the Naval Reserve Aviation Base, Great Lakes was moved to the Curtiss-Reynolds Airport. Early in 1940, the Navy purchased the 319 acre airport from the Curtiss-Wright Company for \$530,000.

The Navy expanded the Curtiss-Reynolds Airport through a central two-story wing on the main facade in 1937. This building was used by the Navy for flight operations, training, and aircraft repair and maintenance.

During the latter part of 1941, the United States' entry into World War II appeared imminent. It became apparent to Naval Aviation leaders that the Primary Flight Training Facilities, then concentrated at Pensacola, Florida, would be inadequate to handle the contemplated expansion of the program. Accordingly, it was decided to transfer Primary Flight Training to Naval Reserve Aviation Bases throughout the country and to utilize the Naval Air Station at Pensacola for Advanced Flight Training. Following Japan's attack on Pearl Harbor, this program was accelerated to meet the Navy's needs.

Due to its central location, the Reserve Base at Chicago was chosen by the Navy to expand Primary Flight Training operations. Accordingly, on March 24, 1942, Lieut. Comdr. G.A.T. Washburn, USN was ordered to relieve Lieut. Comdr. Richard K. Gaines, USN, and direct the expansion of what was to become the largest Primary Air Station in Naval Aviation. In that year, a second period of construction was begun at Glenview (History NAS Glenview, Illinois: p. 11).

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In early 1942 a massive construction program was begun to accommodate the expanded flight training missions at the station. In the next 212 working days, \$12,500,000 was expended to build housing and classroom space for 1,200 cadets (Ibid: p. 6). This expansion included a major enlargement of Hangar 1 through the addition of a new hangar bay and brick additions on the facade facing the flight line. The remodeling of Hangar 1 in 1942 resulted in the addition of two-story brick wings and a flight observation deck and control tower at the roofline. The remodeling of the building was completed under the direction of the Navy's Bureau of Yards and Docks.

Designation of Naval Reserve Aviation Base Chicago (Glenview), Illinois, as a United States Naval Air Station was made January 1, 1943. Through this designation, Glenview achieved full status in the Navy's Aeronautical Organization and was now accorded equal rank with permanent stations such as NAS Pensacola, NAS San Diego and NAS Norfolk (Ibid: p. 14). During World War II, nearly 9,000 aviation cadets received Primary Flight Training at NAS Glenview. An additional 17,000 pilots were qualified for carrier landings through the Carrier Qualification Training Unit. A unique aspect of the Carrier Qualification program at Glenview was the use of two converted lake steamers, the USS Sable and USS Wolverine. Pilots based at NAS Glenview would take off from the field, complete the required take-offs and landings on these makeshift carriers and return to the base. Hangar 1 was the nerve center of these operations. NAS Glenview was the only such facility in the fleet. Pilots trained at NAS Glenview served in all theaters of World War II.

With peacetime came changes in NAS Glenview's status. On June, 30, 1946, Captain J. M. Carson announced that the station's wartime status was closing. Its function as the Primary Training Command was discontinued, and it became the Reserve Training Command. Its peacetime mission was to provide a base of operations for the maintenance of proficiency of naval and Marine Corps officers and enlisted personnel who had served on active duty. As members of Reserve Squadrons, these combat-experienced veterans trained for two weeks each year in an intensive active duty training period. During the balance of the year they received training only on weekends, when not engaged in civilian occupations.

In 1947 Glenview became home for the Combat Information Center (CIC) Officers School commanded by Capt. W. B. Mechling. The student officers attending this school were taught the latest developments in the proper methods of accomplishing aircraft interceptions. In 1950 two squadrons flying F8F Bearcats were ordered to active duty and sent to Korea. The jet age came to NAS Glenview in November of 1950 with the arrival of its first F111 Phantom jet. In 1951 NAS Glenview was home to the Naval Air Reserve Training Command, the Marine Air Detachment, and the U. S. Naval CIC Officers School. These missions continued throughout the 1950s, and new buildings were constructed to serve various functions at the facility. In 1952 a water tower and reservoir were built and a new brick fire station was completed. Renovation work to upgrade the temporary wooden buildings also occurred during these years.

Throughout the rest of the 1950s reserve training continued to be the station's primary mission. In 1958 the Reserve Officers School Extension was commissioned, which provided constructive continuance of Naval Reserve training to sustain specialized experience and interest. In addition to this school the station contained elements of various reserve units, including five Marine reserve squadrons and a Wing Staff Administration group. In its later years, NAS Glenview was a COMNAVRESFOR air station serving the north central United States. It provided facilities, services, materials and training in direct support of all assigned units for their mobilization mission. The units included two P-3 (VP-60 and VP-90) Anti Submarine Warfare (ASW) Squadrons.

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one Logistic Support Squadron (VR-51), one Marine Air Control Group (MACG-48) including a C-130 Transport Squadron (VMGR-234) and a Light Helicopter Squadron (HML-776), ten Fleet Intelligence Support Units and numerous other Navy and Marine reserve units. The U. S. Army 86<sup>th</sup> Army Reserve Command was a tenant activity which had a mixture of helicopters and fixed wing aircraft. The U. S. Coast Guard Air Station, Chicago, was a tenant which had facilities and helicopter aircraft for search and rescue operations over the Great Lakes.

Hangar 1 is the most representative building of the station's training mission of World War II. The building housed the station's flight and control commands and was the center of aircraft operations. The building contained offices, classrooms, and mess facilities for officers and cadets. The six large hangar bays were used for aircraft repair, maintenance and training for flight engineers and mechanics. Within the building were also storage facilities, repair and paint shops. During the war, NAS Glenview was the Navy's largest Primary Flight Training Facility, and thousands of cadets trained at the station contributed to the war effort. The way in which the Carrier Qualification Training program was conducted at NAS Glenview was unique. The building has not been extensively altered since World War II and continues to retain the integrity of that era.

The Glenview Naval Air Station was listed for closure under the Base Realignment and Closure Act of 1993. The Village of Glenview, Illinois was named the Local Reuse Authority in November, 1993, and thus became responsible for the preparation and implementation of the plan for the reuse of the former airfield. Section 106 consultation with the Illinois SHPO resulted in a consensual determination of eligibility for Hangar 1. A Master Plan providing for the sale and redevelopment of the base was completed in 1997 with the first transfer of property occurring in September, 1997. That transfer included the runways and an area to become a water retention system. Hangar 1 was included in the transfer of June 30, 1998, and the building is now owned by the Village of Glenview, Illinois. Request for Proposals for the hangar's reuse have been let, and development is required to comply with the Secretary of the Interior's Standards for Rehabilitation.

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Verbal Boundary Description

The boundary for Hangar 1 is illustrated as the solid black line on the accompanying NAS Glenview map which is drawn at a scale of 1" = 400'. The boundary is drawn to encompass the "footprint" of the building and 25' to 50' of surrounding pavement and landscaping around the building. The boundary is therefore an imaginary line which extends 50' from the east, north, and south facade walls of the building, and 25' from the west facade wall of the building. The west facade wall boundary is located closer to the building to exclude adjacent Buildings 5 and 53.

Verbal Boundary Justification

The boundary for Hangar 1 is drawn to include all property historically associated with the building from its period of significance. The boundary includes the "footprint" of the building and a small buffer zone of adjacent pavement and landscaping areas surrounding the building. The boundary excludes paved runway areas to the east, south, and north, and parking lots and other World War II era buildings to the west. Buildings 5, 7, and 53 are located directly to the west of the building but they do not possess architectural or historical significance to warrant inclusion within the boundary.

SECTION 11 FORM PREPARED BY

Section 7 and the majority of Section 8 text was prepared by Philip Thomason, Thomason and Associates, P. O. Box 121225, Nashville, Tennessee, 37212, in 1995, and later revisions and updates were provided by Beverly Dawson of the Glenview Hangar One Foundation.