
FINAL

**Building 105
Materials and Processing Laboratory and
Engineering Building**

**Historic American Buildings Survey
Level I**

**2701 North Harbor Drive,
San Diego, California 92101**

Prepared for
**San Diego Unified Port District (SDUPD)
San Diego County Regional Airport Authority**

April 2010

CH2MHILL

HISTORIC AMERICAN BUILDINGS SURVEY
RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT

BUILDING 105 - MATERIALS AND PROCESSING LABORATORY AND ENGINEERING BUILDING

Location:	2701 North Harbor Drive, San Diego, CA 92101, USA
Present Owner/Occupant:	San Diego County Regional Airport Authority
Present Use:	Vacant
Significance:	<p>Building 105 is located within the boundaries of the Ryan Aeronautical Company Historic District, a 46-acre complex containing 17 contributing resources and 30 non-contributing resources. The district is eligible on the local and national levels for the National Register of Historic Places (NRHP) under Criteria A, B, and C and for the California Register of Historical Resources (CRHR) under Criteria 1, 2 and 3. The historic district is eligible under NRHP Criterion A (CRHR 1) for its association with the contribution of aircraft manufacturers at Lindbergh Field to World War II defense production. It is also eligible for its association with Cold War research, development projects, and defense manufacturing. Under Criterion NRHP B (CRHR 2) the district is eligible for its association with aviation pioneer T. Claude Ryan and his aircraft aerospace manufacturing businesses. Ryan Aeronautical Company, under Mr. Ryan’s leadership, made significant contributions to national defense production during World War II, as well as important developments in aerospace research and development in the 1950s and 1960s. The historic district is eligible under NRHP Criterion C (CRHR 3) for its representation of industrial architecture associated with the 1930s and World War II. The district embodies the distinctive architectural characteristics of aircraft manufacturing buildings of the period in Southern California. The building and structures in the district illustrate the design fabrication concepts common to aircraft manufacturing plants from the 1930s to the 1960s. During this period, the aerospace industry played a dominant role in the economy of the region (URS Corporation, 2008).</p> <p>Building 105 is a contributing resource to the Ryan Aeronautical Company Historic District under NRHP Criterion C/CRHR Criterion 3 because of its distinctive architectural characteristics of a type, period, and method of construction for industrial/administrative use.</p>

Historian: Megan Venno

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1957
2. Architect: Unknown

3. Original and subsequent owners: Ryan Aeronautical Company signed a 50-year lease in 1939. Ryan Aeronautical Company sold to Teledyne Inc. in 1969, and the combined company became Teledyne-Ryan Aeronautical Company (TDY Industries). TDY Industries merged with Allegheny Ludlum Corporation in 1996, and Northrop Grumman Corporation acquired TDY Industries from Allegheny in 1999. Presently, the property is leased by the San Diego County Regional Airport and is under the Jurisdiction of the San Diego Unified Port District.
4. Original plans and construction: Building 105 is a two-story, 44,620-square-foot, rectangular building measuring approximately 75 feet by 330 feet. The building has a built-up roof and wood-framed walls covered in lath and plaster cladding (URS Corporation, 2009).
5. Alterations and additions: Alterations to the building include the replacement of the original doors with wide-stile metal doors and transom windows and the replacement of the south elevation’s original windows with steel-framed sliding windows (URS Corporation, 2009).

B. Historical Context:

1. San Diego’s Aviation History:

During the first three decades of the 20th century, the aviation industry was established in San Diego and it became a focal point of San Diego’s activities and reputation. In 1912, the Army founded an air base and the first year-round military aviation school at Rockwell Field on Naval Air Station North Island, San Diego (Macaulay, 1928; Moore, 1960). The creation of the military air bases helped establish aviation in the region during the industry’s pioneering years. In 1928, the Army and Navy had invested \$5,500,000 in the air bases at North Island (Macaulay, 1928). The high profile attained by aviation in the local community during these years resulted in an awareness of the potential future of the industry by the inhabitants of the region. San Diego became the first U.S. city to establish a Municipal Board of Air Control in 1926, and was also the first to issue a complete set of air ordinances (Macaulay, 1928).

In 1922, T. Claude Ryan, an aviation pioneer who began his career as an Army pilot, left the Army and moved to San Diego, where he began giving airplane rides and flying instructions. He soon established the Ryan Flying Company at the Dutch Flats Airfield in San Diego, which later became Ryan Airport. Dutch Flats Airfield was located at present-day Barnett Avenue and Midway Drive, off the current San Diego airport site and not within the current historic district boundaries. In the 1920s, Ryan Airport was the focal point for Ryan’s expanding aeronautical enterprises (flying school, flying service, and an airplane manufacturing company). In the late 1920s, the use of the airport expanded as civil aviation came of age with other companies using Ryan’s field to operate air services. With the help of T. Claude Ryan, civilian aviation flourished in San Diego County during these decades.

In the mid-1920s, the Chamber of Commerce promoted San Diego as the “Air Capital of the West.” The development of what is now Lindbergh Field would be the central effort in this campaign. The committee realized that in order to maintain a leadership role in aviation, San Diego must have an adequate municipal airport. They wanted the location of the airport to be a place that would combine facilities for the operation of land and seaplanes, and be as near to the city of San Diego as possible. They selected an area at the north end of San Diego Bay on City-owned tideland; however, this area did not contain enough area to meet government requirements. Negotiations were made with the United States Navy to provide portions of the Marine Corps-owned tidelands for the airport expansion (URS Corporation, 2009).

Ryan was instrumental in the development of Lindbergh Field, San Diego’s nascent municipal airport, which was established in 1928. In 1929, 4,755 planes and over 20,000 passengers arrived or departed from the Dutch Flats Airfield (Leiser, 2000). Within a few years, the majority of these activities would move to Lindbergh Field. In 1939, Ryan established a manufacturing site on airport grounds, which is the location of the historic district.

2. Ryan Aeronautical Company:

T. Claude Ryan was born in Parsons, Kansas in 1898, but moved with his family to Orange, California in 1912. Ryan began a lifelong relationship with the aviation industry when, around the age of 19, he enrolled at the American School of Aviation in Los Angeles. In 1919, Ryan began studying mechanical engineering at Oregon State College. While in school, he applied to the Army for aviation cadet training and was accepted, but left the Army by January 1922 in hopes of flying as a civilian (National Aviation Hall of Fame, 2009). Ryan moved to San Diego to establish the Ryan Flying Company. The Ryan Flying Company changed its name to Ryan Airlines, Inc. when it was reorganized in 1924 to begin operating the first year-round, scheduled airline service in the United States from Dutch Flats (URS Corporation, 2009). Around the same time, in the mid-1920s, Ryan entered the aircraft manufacturing business with partner Frank Mahoney and created the Ryan M-1 Monoplane, which became one of the best-known air mail carriers in the country. A modified Ryan Monoplane became the *Spirit of St. Louis*, the plane Charles Lindbergh flew from New York to Paris in May 1927 on the first solo flight across the Atlantic Ocean. Ryan sold the company to Mahoney in 1926 and established the Ryan Aeronautical Corporation for the sale and manufacture of aircraft engines. The company changed its name to the Ryan Aeronautical Company in 1934.

Ryan Aeronautical Company signed a 50-year lease, starting in 1939, on land at the southeastern edge of Lindbergh Field along North Harbor Drive. Three buildings from the site of the previous company were relocated to this new location. The Ryan plant was one of several aircraft manufacturers located at Lindbergh Field that contributed to the nation’s war effort in the 1940s. At peak wartime production, the Ryan plant had 8,500 employees and annual production exceeded \$55 million. Following the war, workforce was reduced to 1,200 and annual production to \$8 million (URS Corporation, 2009).

The Korean conflict provided the Ryan Aeronautical Company the opportunity to work with electronics for aerospace applications. The role in aerospace electronics led to the development of a variety of aircraft navigation and positioning equipment, including helicopter hovering devices, altimeters, and remote sensors (URS Corporation, 2009).

In 1947, the United States Navy awarded Ryan a contract to research the feasibility of reaction controls for jet aircraft. With jet engines and reaction controls handled by remote control, a Ryan vertical test rig lifted itself off the ground for the first time in 1950. In 1953, the Air Force awarded Ryan a contract to design and build two manned vertical takeoff jet research planes and 2 years later, the Ryan X-13 Vertijet was constructed. In the 1960s, Ryan continued target drone and electronic systems production and vertical takeoff and landing research (URS Corporation, 2009).

In 1969, the company was sold for \$128 million to Teledyne Inc. and became known as Teledyne-Ryan Aeronautical Company (TDY Industries). T. Claude Ryan remained with the company as chairman until his death in 1982. In 1996, TDY Industries merged with Allegheny

Ludlum Corporation, and then later became a subsidiary of that company. In 1999, Northrop Grumman Corporation acquired TDY Industries from Allegheny and relocated the plant to a site in Ranch Bernardo, California, leaving the former plant site vacant. The site continues to be mostly vacant, with only a small portion of Building 100 used for administrative offices and several other buildings used for storage.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural Character: Building 105 is an industrial building with little ornamentation. It is characterized by a stucco exterior, flat roof, evenly spaced window bays, and decorative horizontal banding. The building remains reflective of a vernacular administrative building located at an industrial facility during its period of significance (URS Corporation, 2009).
2. Condition of Building Material: Building 105 is in good condition.

B. Description of Exterior:

1. Overall Dimensions: Building 105 measures approximately 75 feet by 330 feet.
2. Foundations: Building 105 is built on a concrete slab foundation.
3. Walls: Building 105 has wood-framed walls with lath and plaster stucco cladding. The east and west elevations of the building have no windows and are two-story clad with unadorned stucco panels.
4. Structural System: Building 105 is a wood-frame structure with lath and plaster stucco cladding.
5. Openings:
 - a. Doorways: Building 105 has double-entry doors centered on the east (primary) elevation. The west elevation has double-entry doors on the upper and lower levels, with a metal stair to access the second floor. An automatically controlled sun louver is located on the south elevation. A roll-up door is located on the north elevation.
 - b. Windows: Two parallel rows of evenly spaced steel-framed sliding windows are located along the first and second floors of the south elevation of the building. Original steel-framed awning windows are located at the back (north) of the building. Parallel bands of Art Deco-style trim are along the south façade roofline and window rows. The building has no windows on the east or west elevations.
6. Roof: The flat roof of Building 105 consists of three multi-ply built-up roofs over a wood deck. There is a white reflective coating covering the surface.

C. Description of Interior:

Floor Plans: Building 105 is a two-story rectangular building constructed in 1957 measuring approximately 75 feet by 330 feet. The first floor is divided into two sections. The east end contains the main visitor lobby and a large conference room. The west end of the first floor is arranged in a double corridor with laboratory and office spaces. The second floor is open-plan in the center with cubicles

and partitions throughout. Building 105 is connected on both levels via passageways to Building 104 on the north side. An open stairwell, located in the northeast corner, provides access to the second floor.

D. Site:

Historic Landscape Design: None

PART III. SOURCES OF INFORMATION

A. Early Views: From the Teledyne-Ryan Archives

B. Interviews: N/A

C. Bibliography

1. Primary and Unpublished Sources:

San Diego County Regional Airport Authority (SDCRAA). 2005. Teledyne Ryan Facility Study. January 1.

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2. Secondary and Published Sources:

Leiser, Edward. 2000. "San Diego Flying Days." Copies of manuscripts on file at the San Diego Historical Society and San Diego Aerospace Museum, San Diego, CA.

Macaulay, Major T. 1928. *"The Story of Lindbergh Field, San Diego's 'Triple A' Municipal Airport Lindbergh Field."* Dedication brochure, Lindbergh Field Vertical Files, San Diego Aerospace Museum Library, San Diego, CA.

Moomjian, Scott A. and Wendy L. Tinsley. 2001. *Historic Survey Report of the Former Teledyne-Ryan Aeronautical Complex, 2701 North Harbor Drive, San Diego, California, 92101*. Prepared by Office of Maria Burke Lia, Attorney at Law, 427 C Street, Suite 416, San Diego, CA 92101. Prepared for Jones Lang La Salle, 2701 North Harbor Drive, Building 100, San Diego, California 92101. Copy on file with the San Diego Regional Airport Authority.

Moore, Floyd Roscoe. 1960. San Diego Airport Development. Thesis, Political Science, San Diego State College, San Diego, CA.

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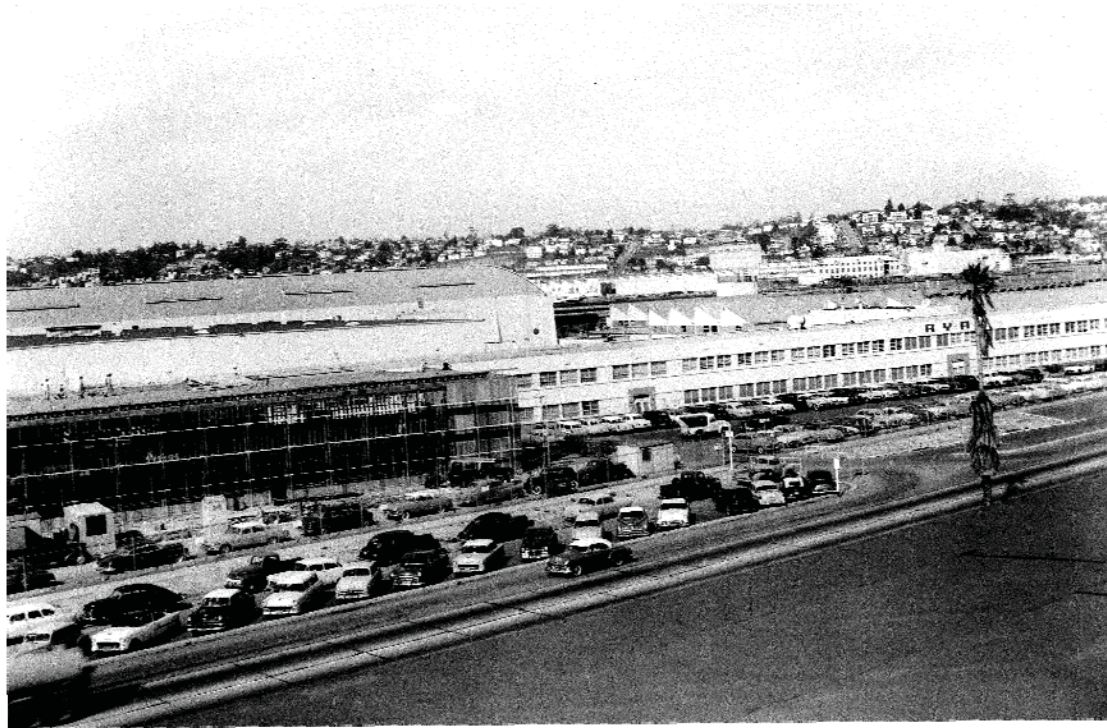
San Diego Unified Port District. 1966. *San Diego Unified District Annual Report: 1965-66*. Carl Reupsch Collection, San Diego Historical Society, San Diego, CA.

San Diego Union. Various Dates. Issues cited in text from Lindbergh Field Vertical Files, San Diego Historical Society, San Diego, CA.

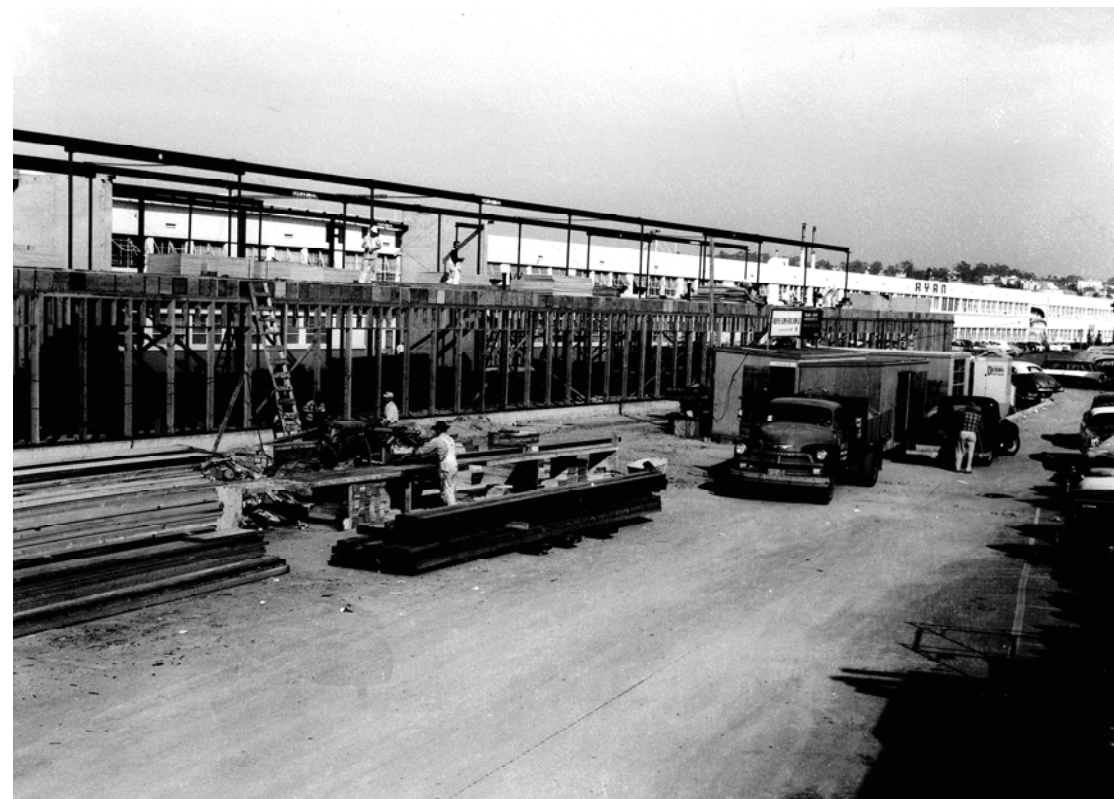
San Diego Unified Port District. 1968. *San Diego Unified District Annual Report: 1967-68*. Carl Reupsch Collection, San Diego Historical Society, San Diego, CA.

San Diego Unified Port District. 1971. *San Diego Unified District Annual Report: 1970-71*. Carl Reupsch Collection, San Diego Historical Society, San Diego, CA.

San Diego Unified Port District. 1977. *San Diego Unified District Annual Report: 1976-77*. Carl Reupsch Collection, San Diego Historical Society, San Diego, CA.



Building 105 - Materials and Processing Laboratory and Engineering Building, Building 105 under construction in foreground, San Diego, California, 1957. Teledyne-Ryan Archives.



Building 105 - Materials and Processing Laboratory and Engineering Building, construction of materials, San Diego, California, 1957. Teledyne-Ryan Archives.



Building 105 - Materials and Processing Laboratory and Engineering Building, East Elevation, San Diego, California, October 2009.



Building 105 - Materials and Processing Laboratory and Engineering Building, Southeast Oblique, San Diego, California, October 2009.



Building 105 - Materials and Processing Laboratory and Engineering Building, South Elevation, San Diego, California, October 2009.



Building 105 - Materials and Processing Laboratory and Engineering Building, Southwest Oblique, San Diego, California, October 2009.



Building 105 - Materials and Processing Laboratory and Engineering Building, West Elevation, San Diego, California, October 2009.



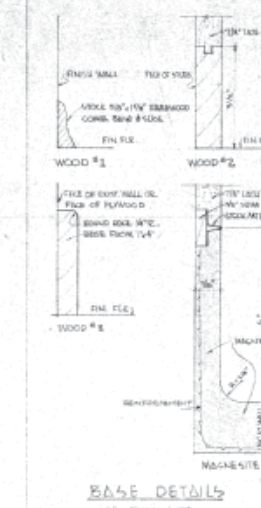
Building 105 - Materials and Processing Laboratory and Engineering Building, Northwest Oblique, San Diego, California, October 2009.



Building 105 - Materials and Processing Laboratory and Engineering Building Interior, first floor hallway detail, San Diego, California, October 2009.

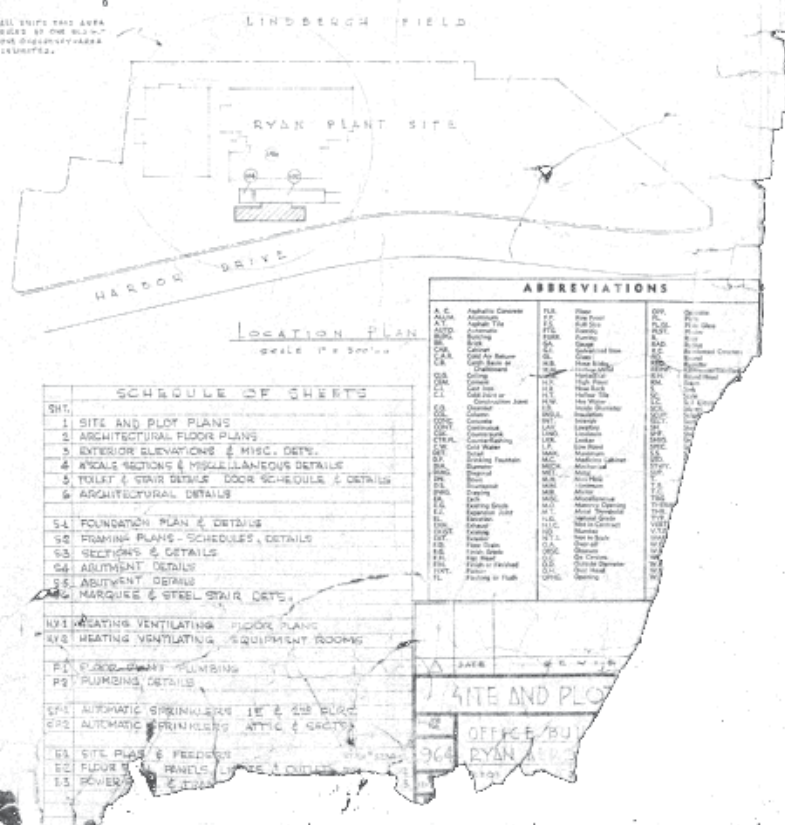


Building 105 - Materials and Processing Laboratory and Engineering Building Interior, second floor window and floor detail, San Diego, California, October 2009.



NOTE 4

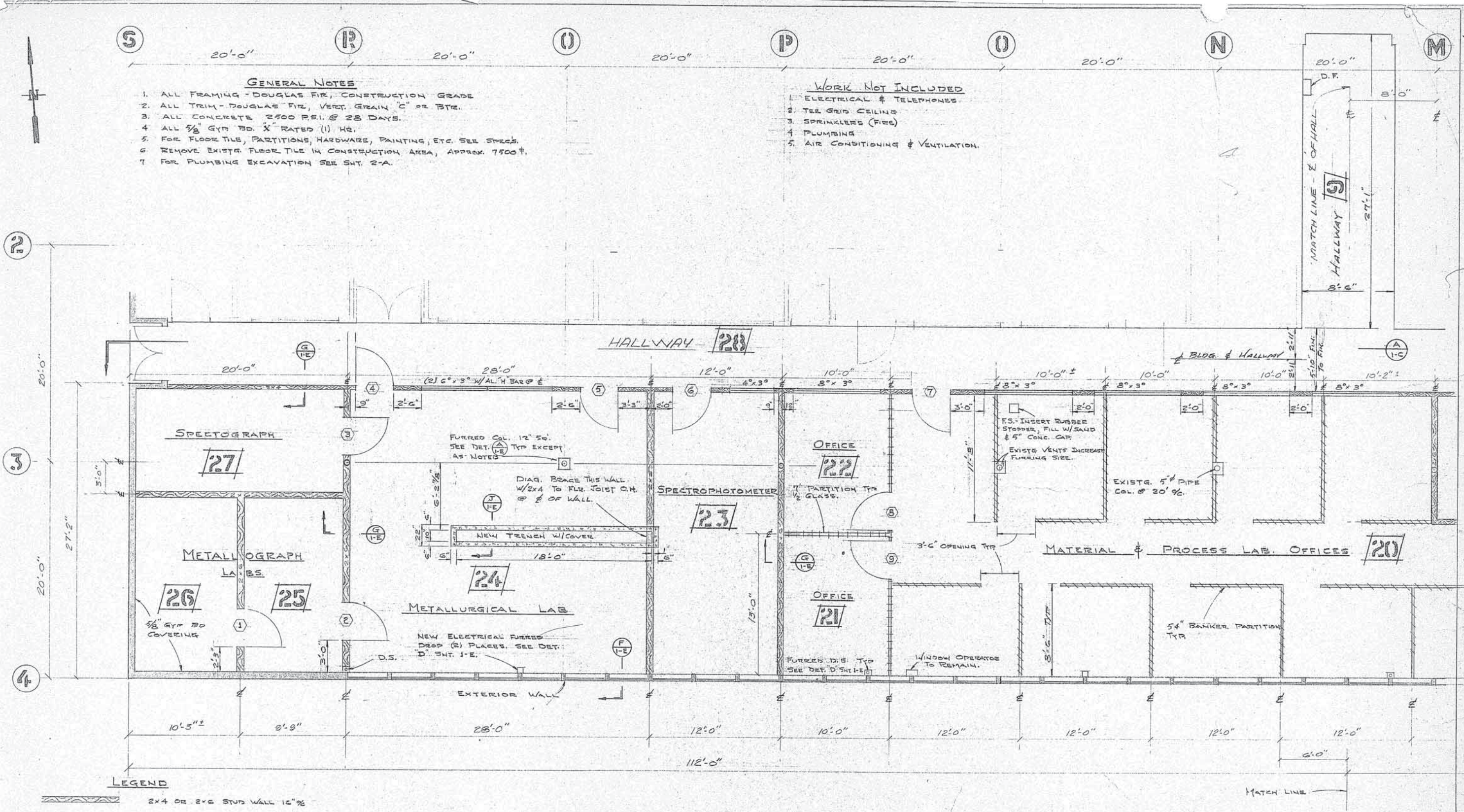
1. ALUMINUM CHAIRS AND SEVEN FOLDING TABLES, THERMO, GLASS AND WOOD TOPPING, ALSO BURNED, LAMING, WOOD NAIL, NOT FLORED
2. ATTACHED WARDROBE AND DUNGE ONLY
3. ONE DETAIL, SHEET NO. 4
4. THE HALLWAY AT LEND, A CORNER, THE WARDROBE ONLY, SHEET NO. 5
5. FURNACE BURNED, WOOD WALL
6. WOOD ROOF #3 AT EASTING WALL ONLY
7. DOOR WITH GLASS - EASTING WALL
8. CLOTHES LOCKER AND FURNACE, HALLWAY, LIGHT UNFURNISHED
9. FURNACE NAIL IN BURNED, GLASS CORNER, THE WARDROBE, EAST WALL, CORNER, CORNER WALL, FURNACE, FURNACE
10. BURNED, BURNED, WOOD FROM EASTING, WOOD FROM WESTING
11. FURNACE, CORNER, EASTING WALL
12. BURNED, BURNED, FURNACE UNFURNISHED, WOOD WALL
13. ALSO, WARDROBE CORNER, DETAIL - NAIL #4
14. IN EASTING, FURNACE FURNACE IS CORNER, THE WARDROBE, EAST WALL, CORNER, CORNER WALL, FURNACE, FURNACE
15. IN CORNER, WARDROBE, WARDROBE





- GENERAL NOTES**
1. ALL FRAMING - DOUGLAS FIR, CONSTRUCTION GRADE
 2. ALL TRIM - DOUGLAS FIR, VERT. GRAIN "C" OR BTR.
 3. ALL CONCRETE 2500 P.S.I. @ 28 DAYS.
 4. ALL 5/8" GYP BD. X" RATED (1) H2.
 5. FOR FLOOR TILE, PARTITIONS, HARDWARE, PAINTING, ETC. SEE SPECS.
 6. REMOVE EXIST. FLOOR TILE IN CONSTRUCTION AREA, APPROX. 7500[±].
 7. FOR PLUMBING EXCAVATION SEE SH. 2-A.

- WORK NOT INCLUDED**
1. ELECTRICAL & TELEPHONES
 2. TEE GRID CEILING
 3. SPRINKLERS (FIRE)
 4. PLUMBING
 5. AIR CONDITIONING & VENTILATION.

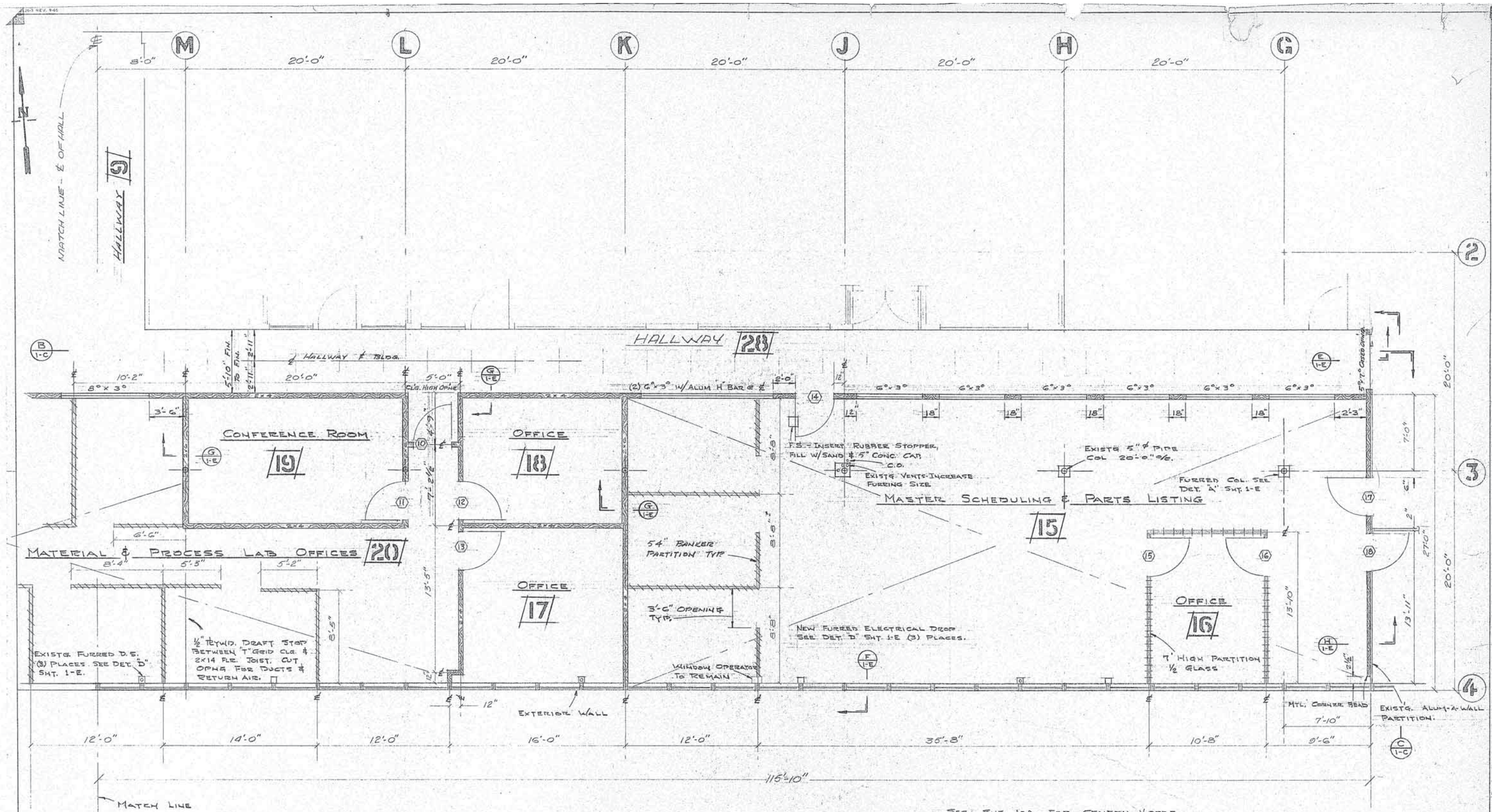


- LEGEND**
- 2x4 OR 2x6 STUD WALL 16"±
 - 7' PARTITION (1/2 GLASS)
 - 54" BANKER TYPE PARTITION

PLAN - SOUTH SIDE - WEST PORTION
SCALE 1/4" = 1'-0"

SUBAS'Y	PART	DESCRIPTION	SIZE	MATL	REQ'D	CODE
<p>RYAN AERONAUTICAL COMPANY PLANT ENGINEERING DEPARTMENT SAN DIEGO, CALIFORNIA</p>						
SCALE	DATE	DRAWN	DESIGNER	CHECKED	APPROVED	DATE
NOTED	6-2-72	SAUCHEZ	REWARD	6-1-72		
<p>REFURBISH MATERIAL & PROCESS LAB. - BLDG. 105-1 SOUTH SIDE WEST PORTION - PLAN</p>						<p>L.W.O. 54-10-0147 SHEET OF SH. 1-A DWG. SIZE D FILE NO.</p>
<p>UNLESS SPECIFICALLY NOTED TOLERANCES ARE TO BE FRACTION ± DECIMAL ± .005 ANGULAR ±</p>						<p>PART NO. B-005765 1-2420</p>

REV. #	NATURE OF REVISION	D'TSMAN	CHECKER	DATE



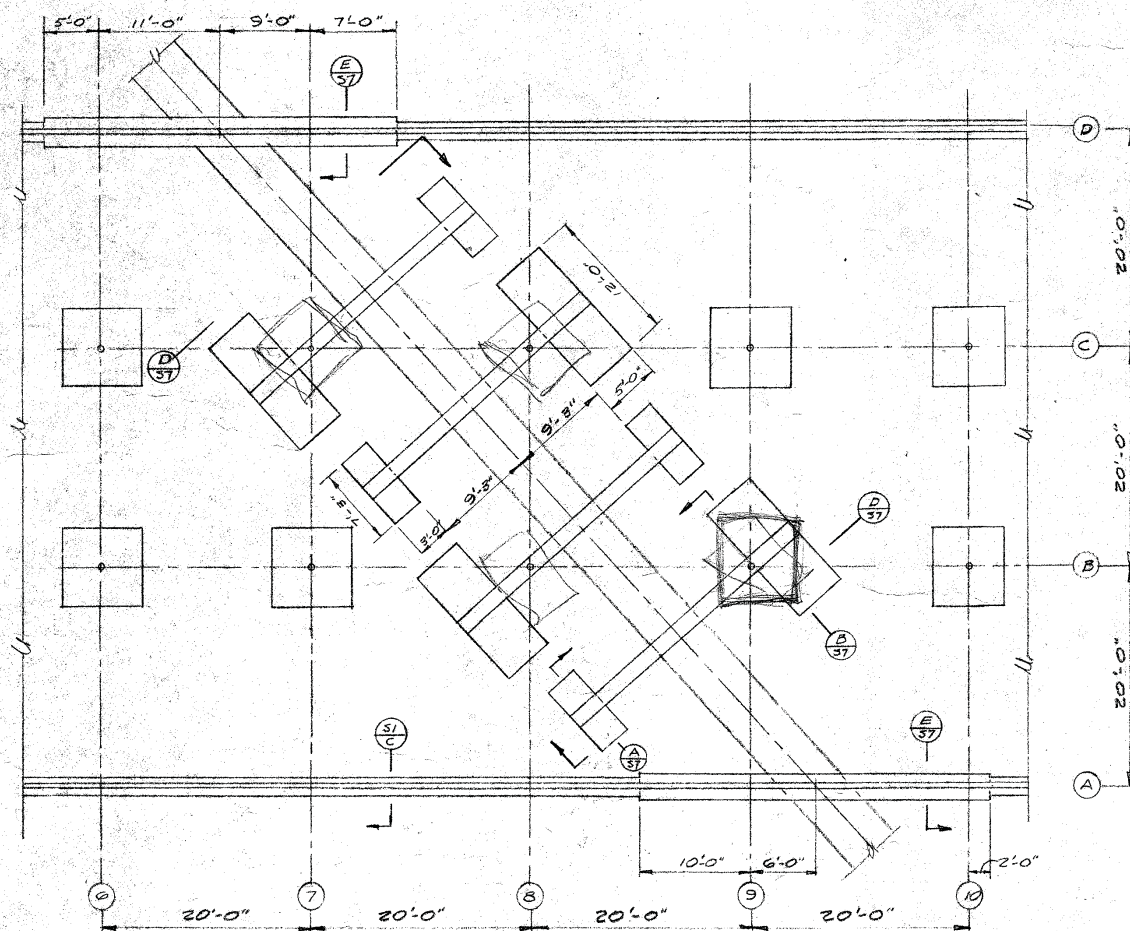
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 - 54' BANKER TYPE PARTITION.

PLAN - SOUTH SIDE - EAST PORTION
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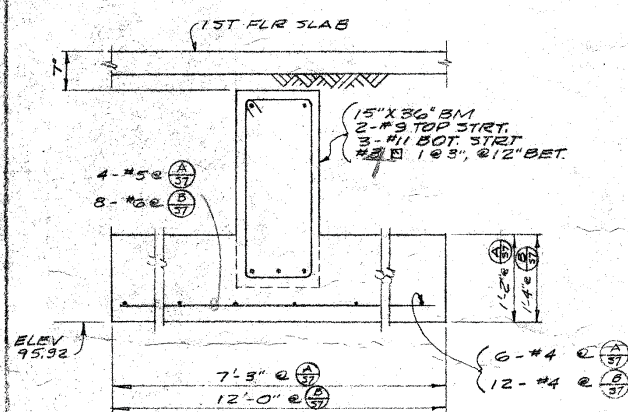
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APPROVALS	DATE
	6/14/77

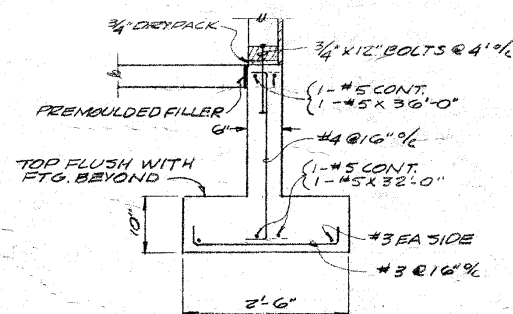
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NO. SHEETS	47	REPORTS	REQ'D				
DATE	6/14/77	DRAFTSMAN	SAUCHEZ	DESIGNER	HYLWARD	CHECKED	6-12-77
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DECIMAL ± .005				1-2420			
ANGULAR ±				BREAK ALL SHARP EDGES			



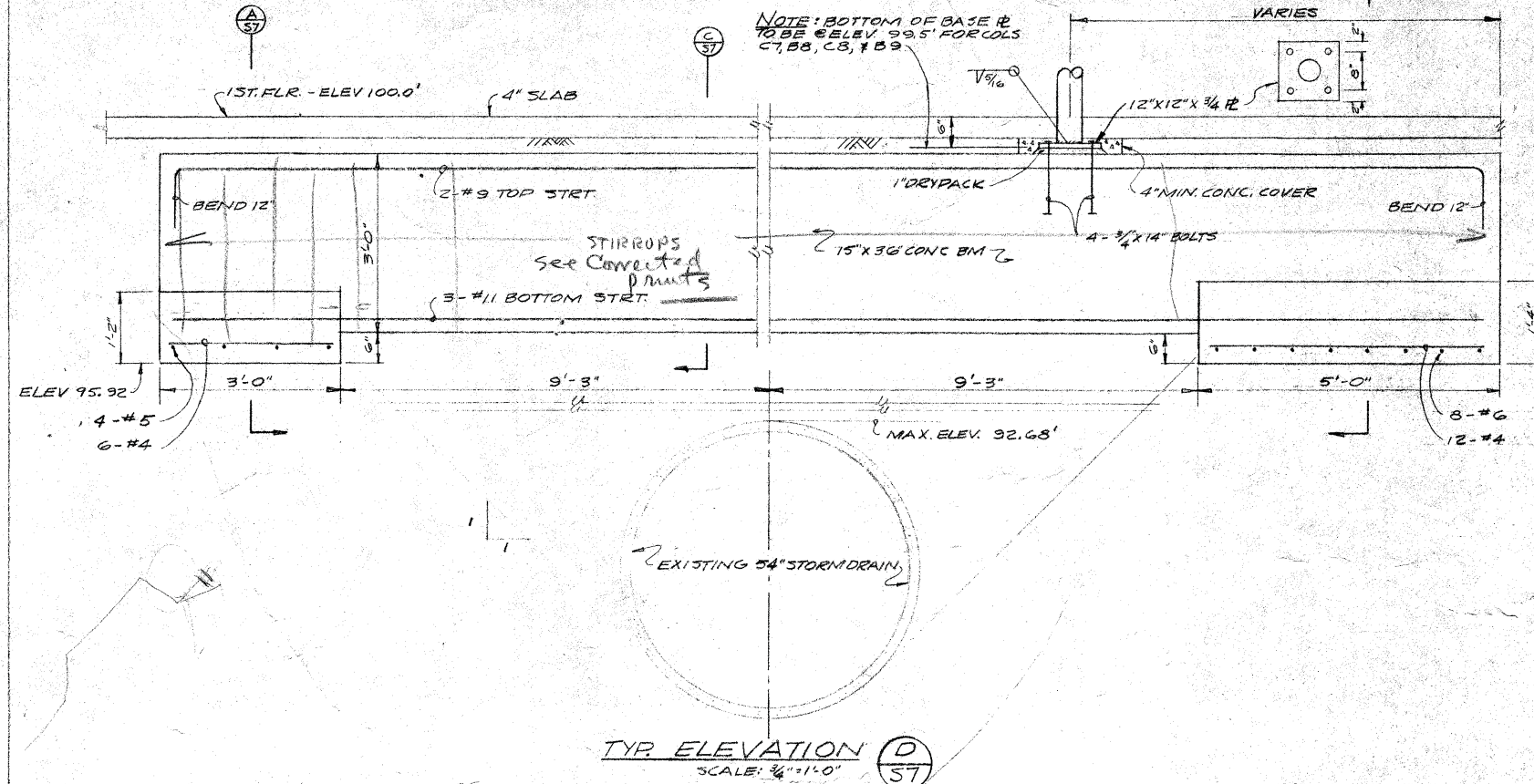
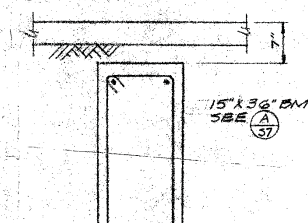
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TYP. SECTIONS A B
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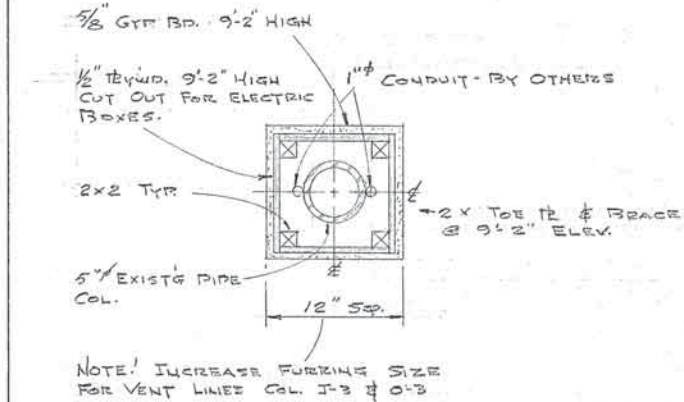
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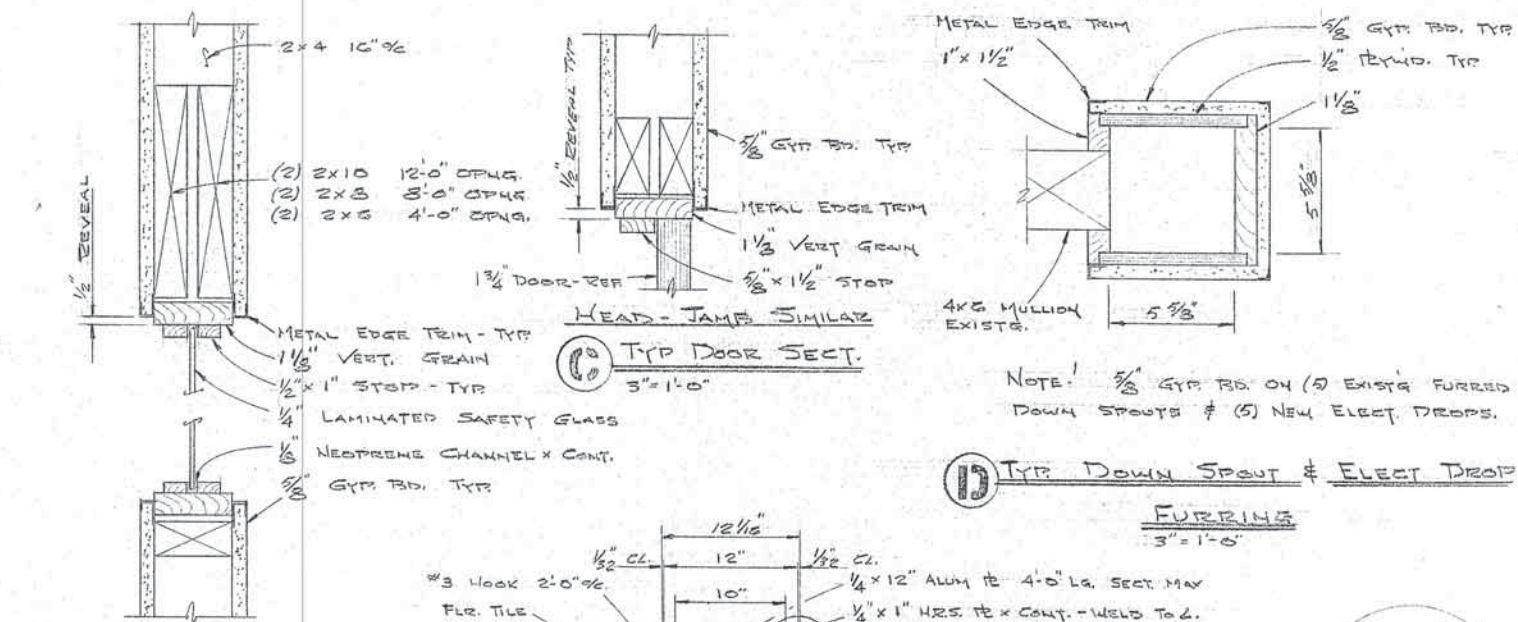
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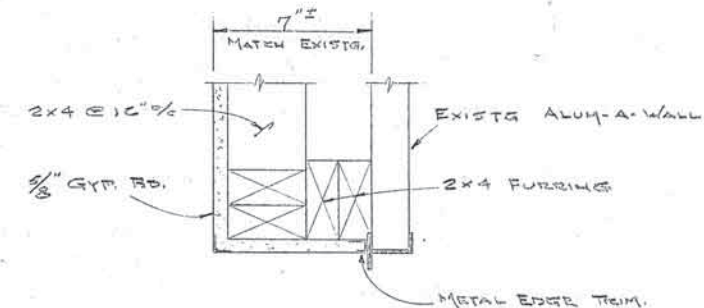
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Office 105-




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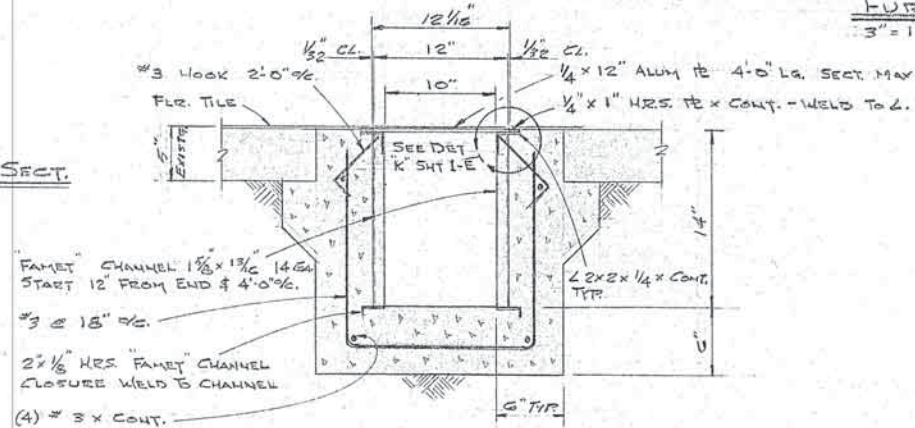


⑬ Typ. Down Spout # ELECT DROP
FURRING
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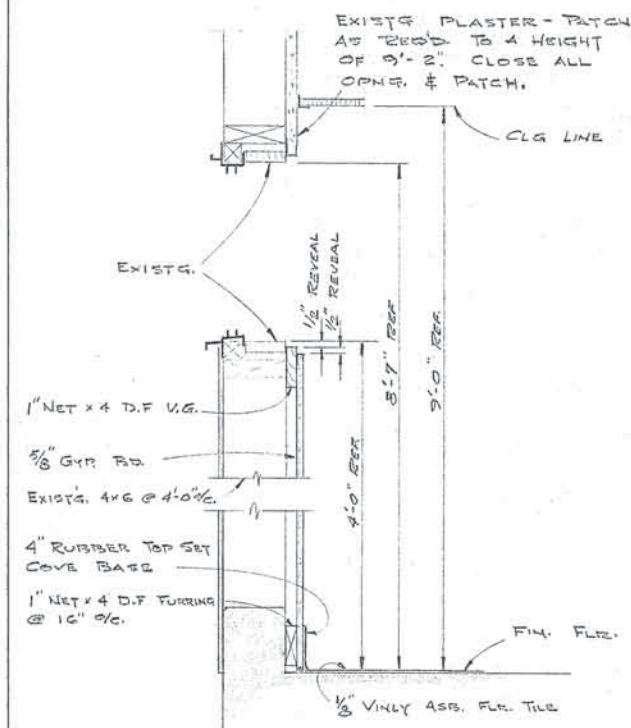


OPUG AT STUD & ALUM-A.WALL
HEAD - JAMB SIMILAR
3" = 1'-0"

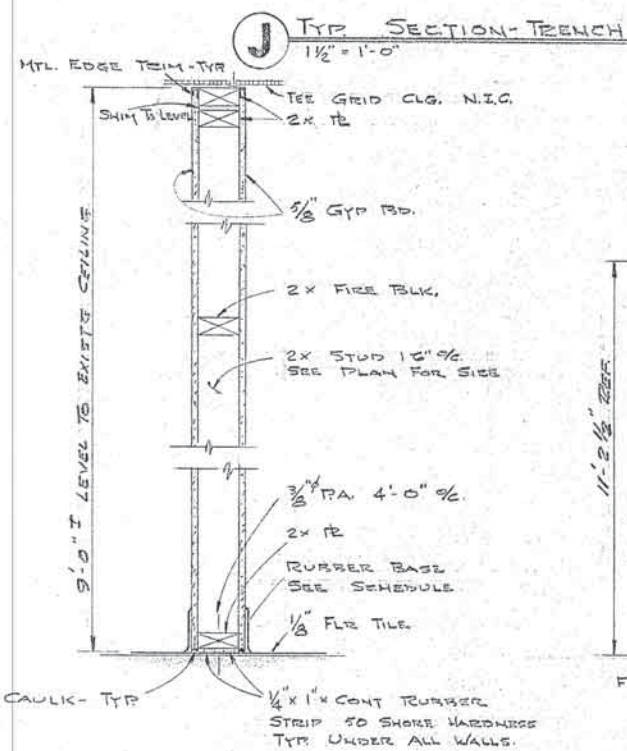
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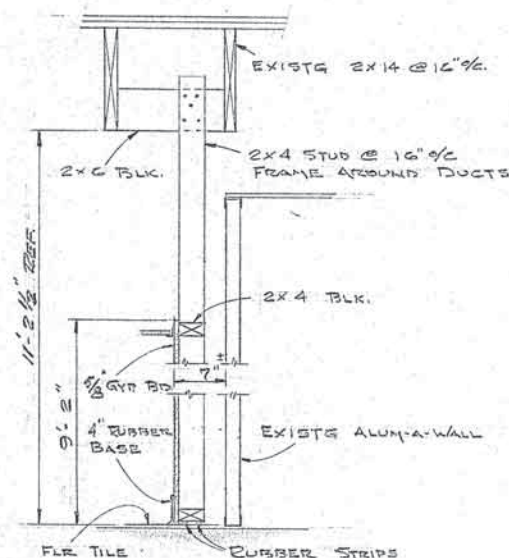
K DETAIL
HALF SIZE



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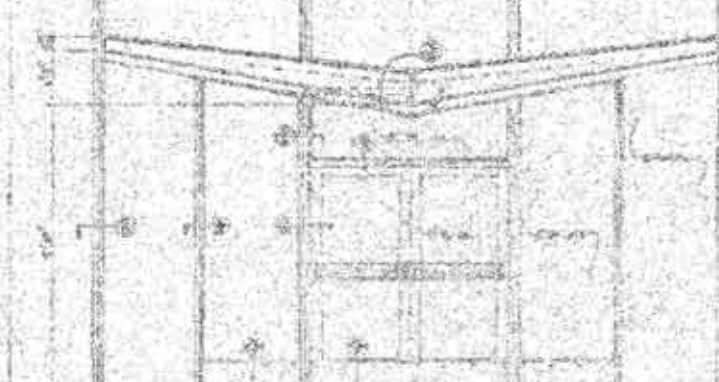


10 TYP. WALL SECTION
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SECTION EAST WALL
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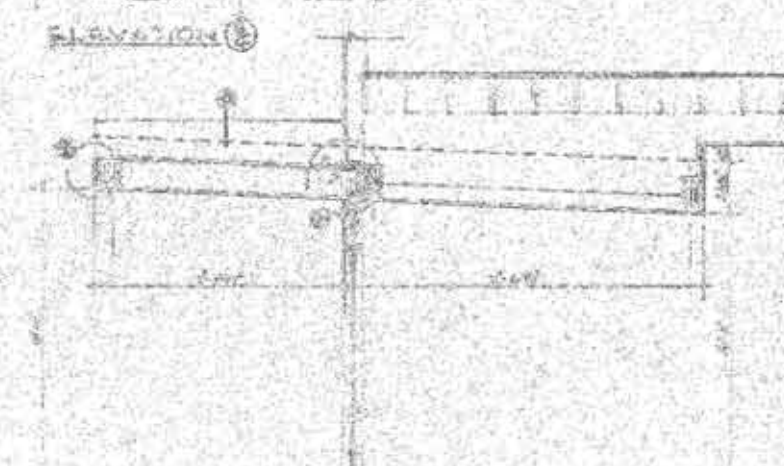
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DATE	SCALE	DATE	DRAFTSMAN	DESIGNER	CHECKED	APPROVED
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BREAK ALL SHARP EDGES						



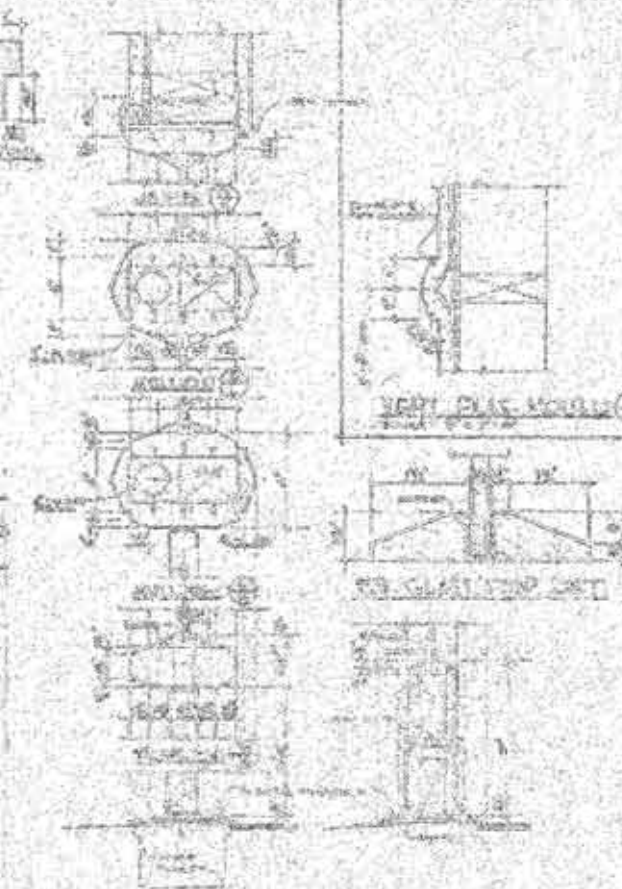
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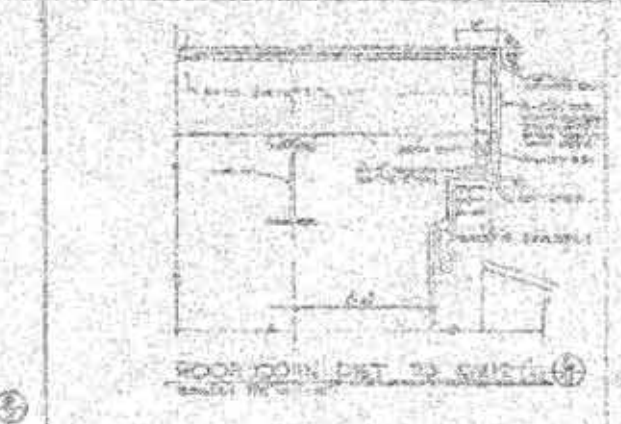
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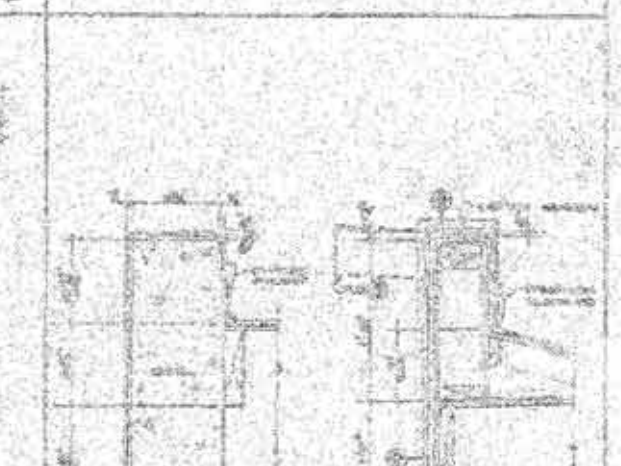
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SECTION AT ENTRANCE

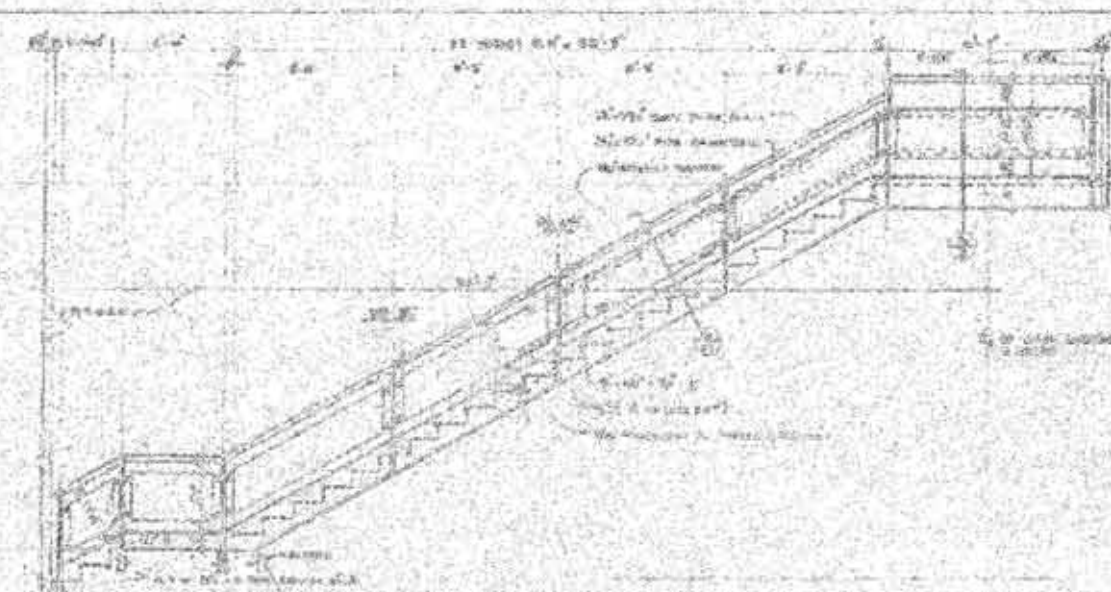


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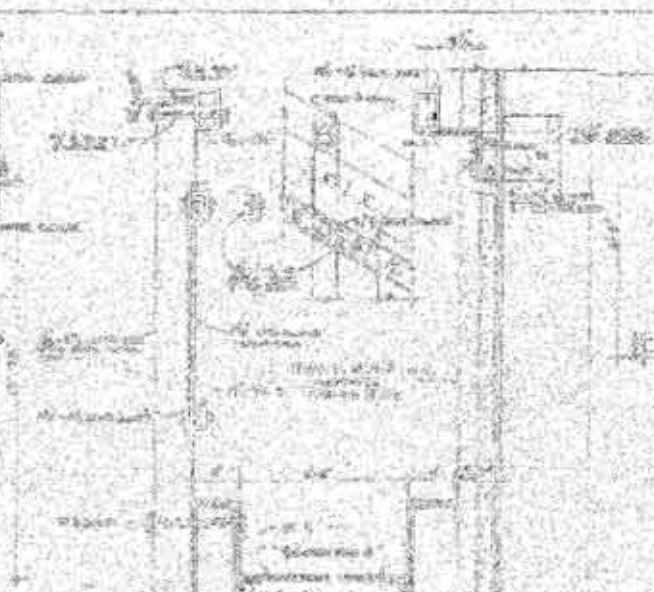


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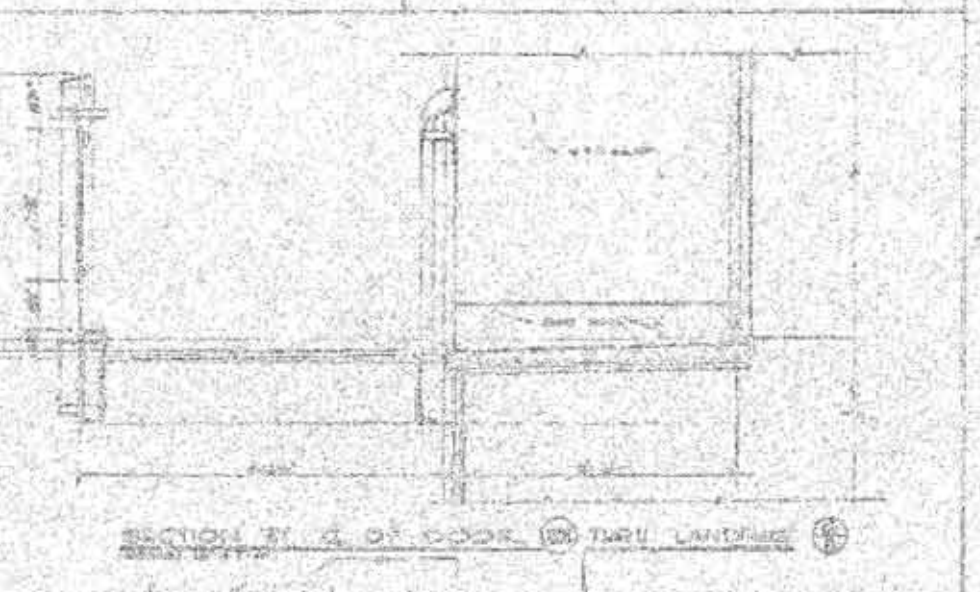
ENTRANCE DOOR @ & MARQUEE DETAILS



EXTERIOR STAIRS ELEVATION

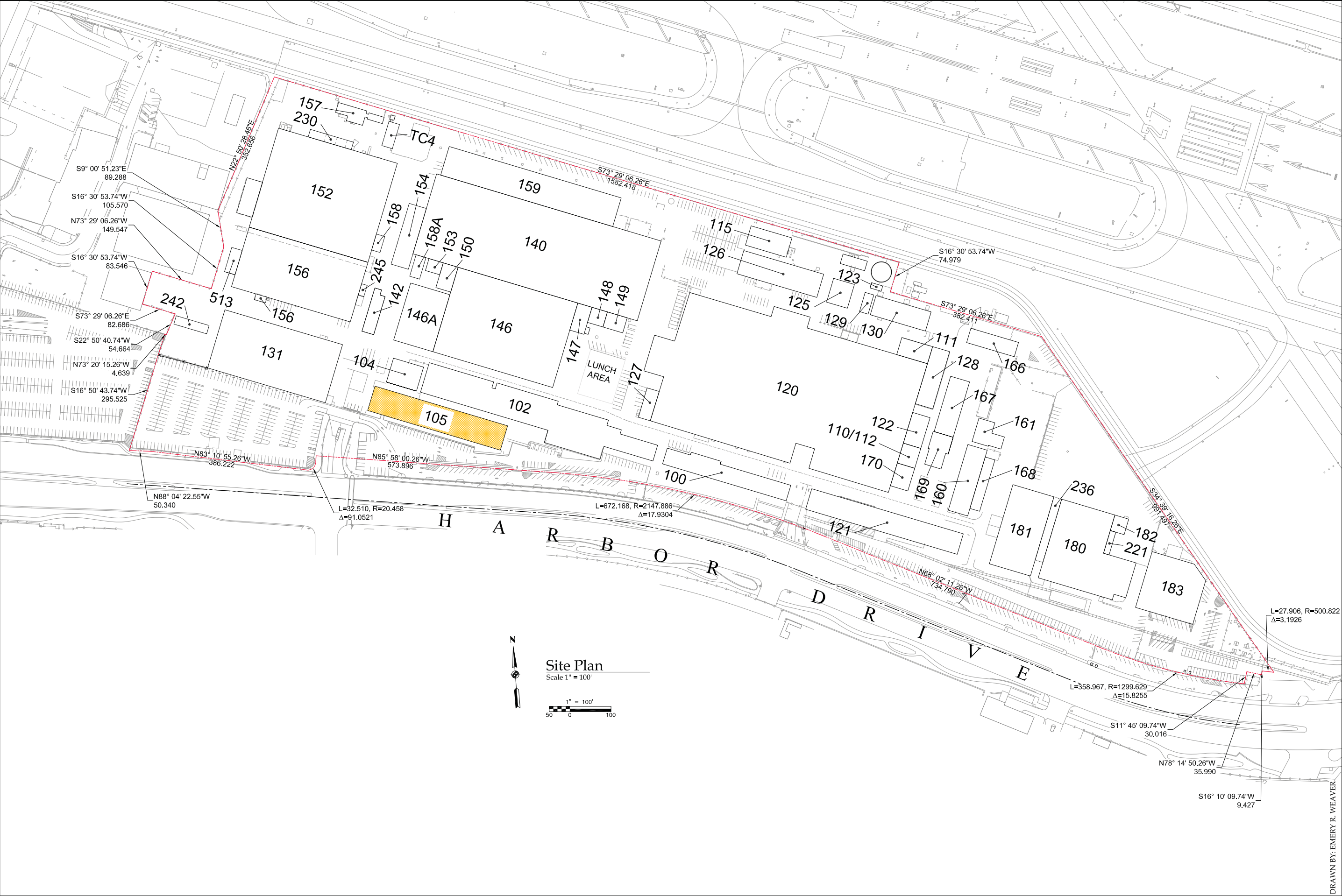


SECTION AT STAIRS

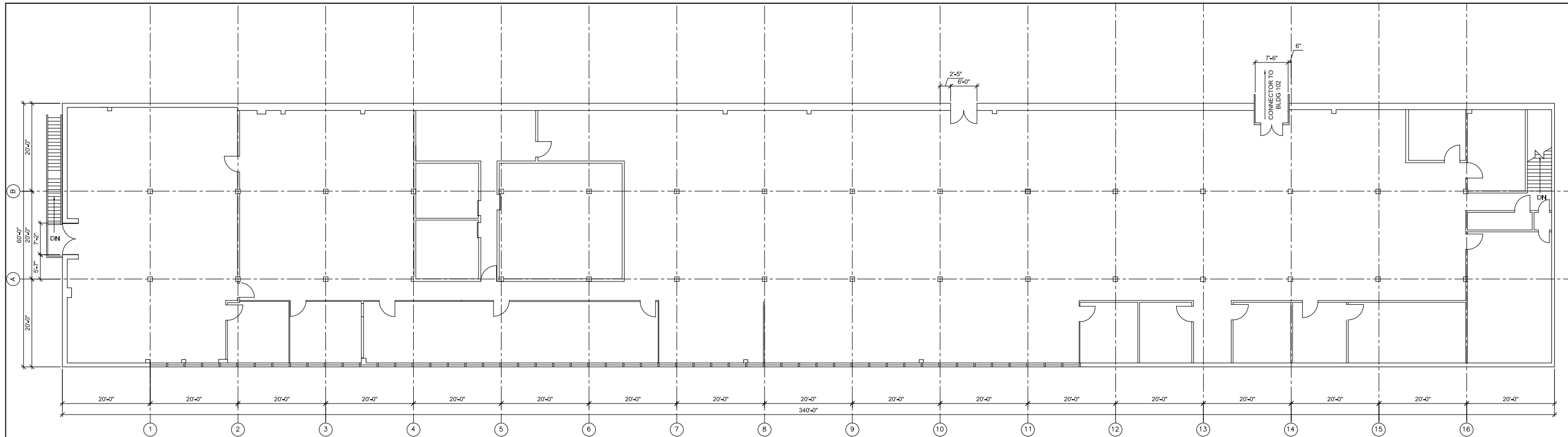


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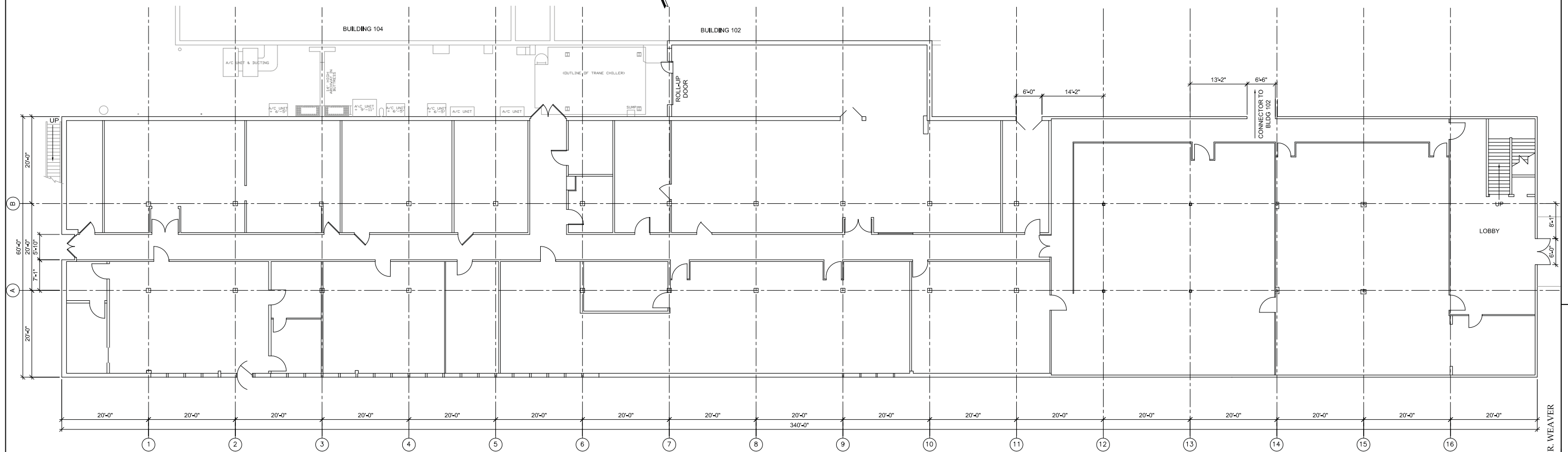
REVISIONS	
1	REVISED
2	REVISED
3	REVISED
4	REVISED
5	REVISED
6	REVISED
7	REVISED
8	REVISED
9	REVISED
10	REVISED



Library of Congress Index Number	HISTORIC AMERICAN BUILDINGS SURVEY		NAME AND LOCATION OF STRUCTURE	
	SURVEY NO.	SHEET 1 OF 4 SHEETS	BUILDING 105 - MATERIALS AND PROCESSING, LABORATORY AND ENGINEERING BUILDING	
			SAN DIEGO COUNTY SAN DIEGO, CALIFORNIA	
			2701 N. HARBOR DRIVE	
			RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT JANUARY 2010	
			DRAWN BY: EMERY R. WEAVER	



Second Floor Plan



First Floor Plan

Scale 1/32" = 1'-0"

DRAWN BY: EMIENI K. WEAVER

RYAN AERONAUTICAL COMPANY
HISTORIC DISTRICT
JANUARY 2010

NAME AND LOCATION OF STRUCTURE

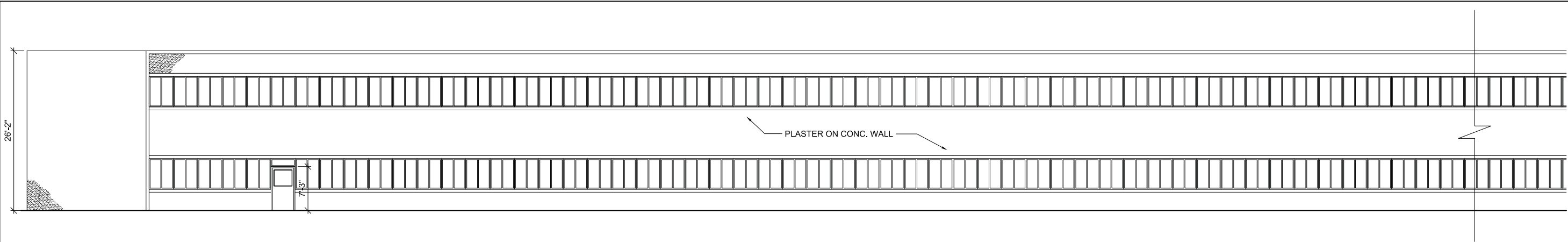
**BUILDING 105 - MATERIALS AND PROCESSING,
LABORATORY AND ENGINEERING BUILDING**

SAN DIEGO COUNTY

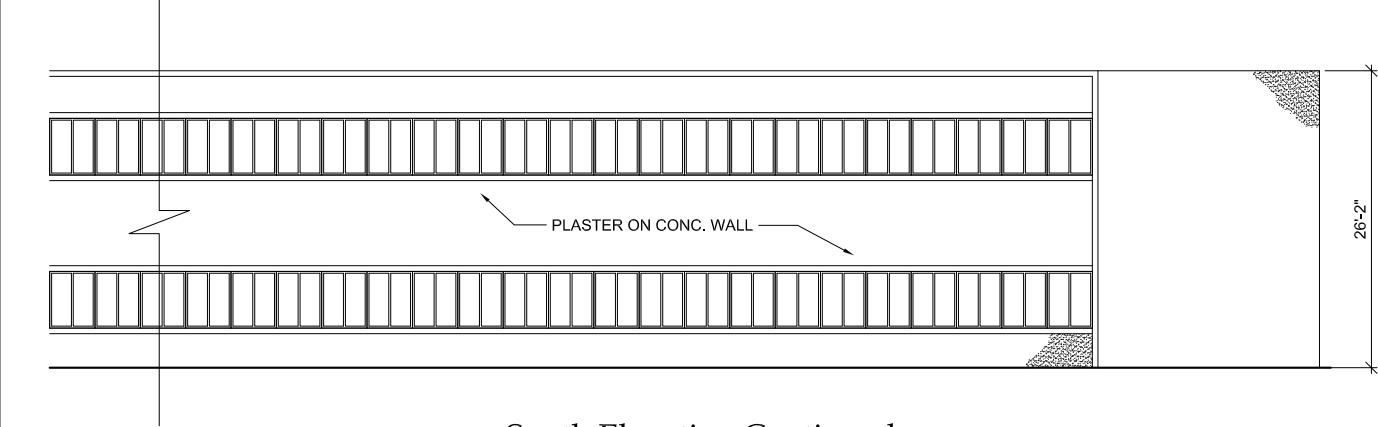
SURVEY NO.

SHEET 2 OF
4 SHEETS

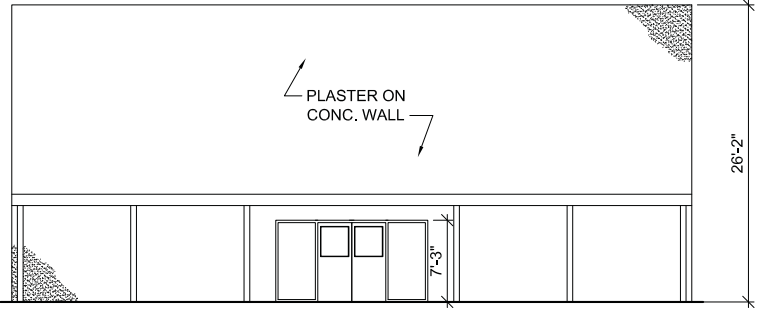
HISTORIC AMERICAN
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Index Number



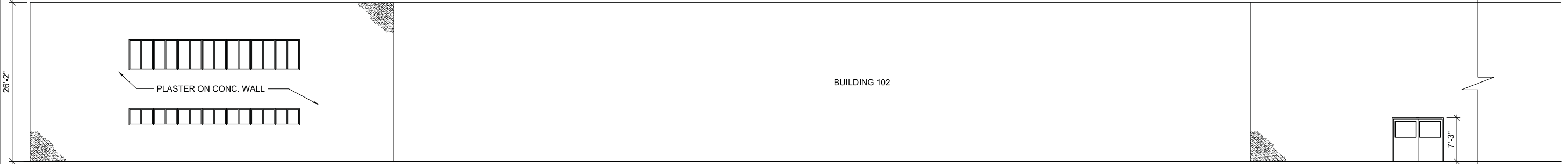
South Elevation
Scale 1/8" = 1'-0"



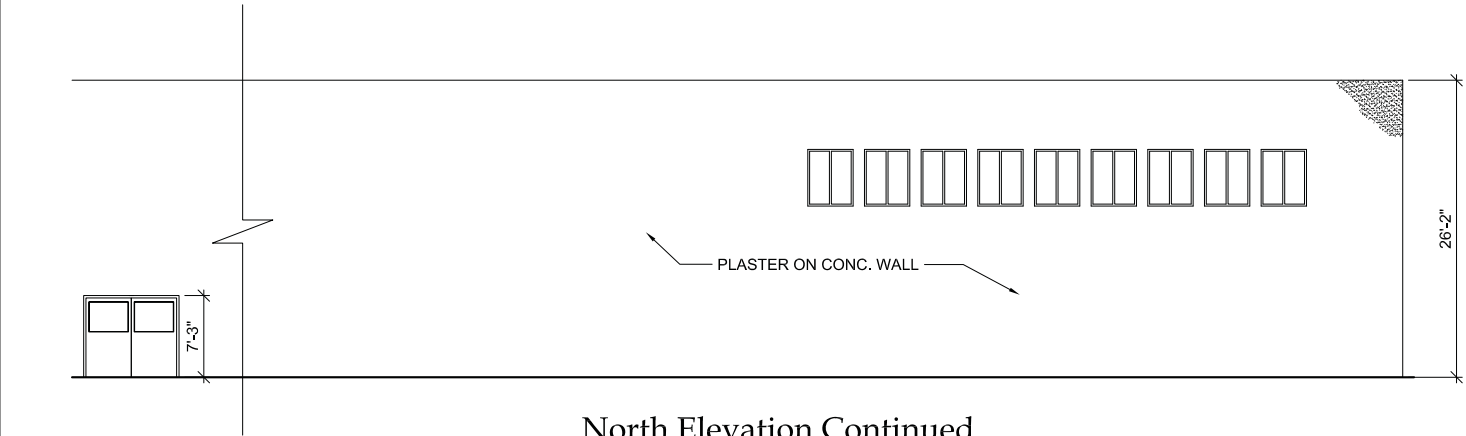
South Elevation Continued
Scale 1/8" = 1'-0"



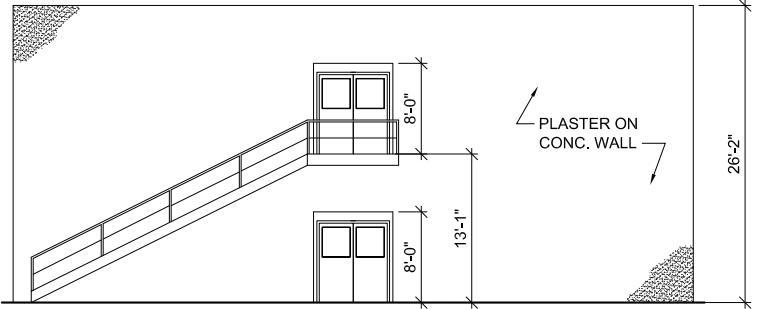
East Elevation
Scale 1/8" = 1'-0"



North Elevation
Scale 1/8" = 1'-0"

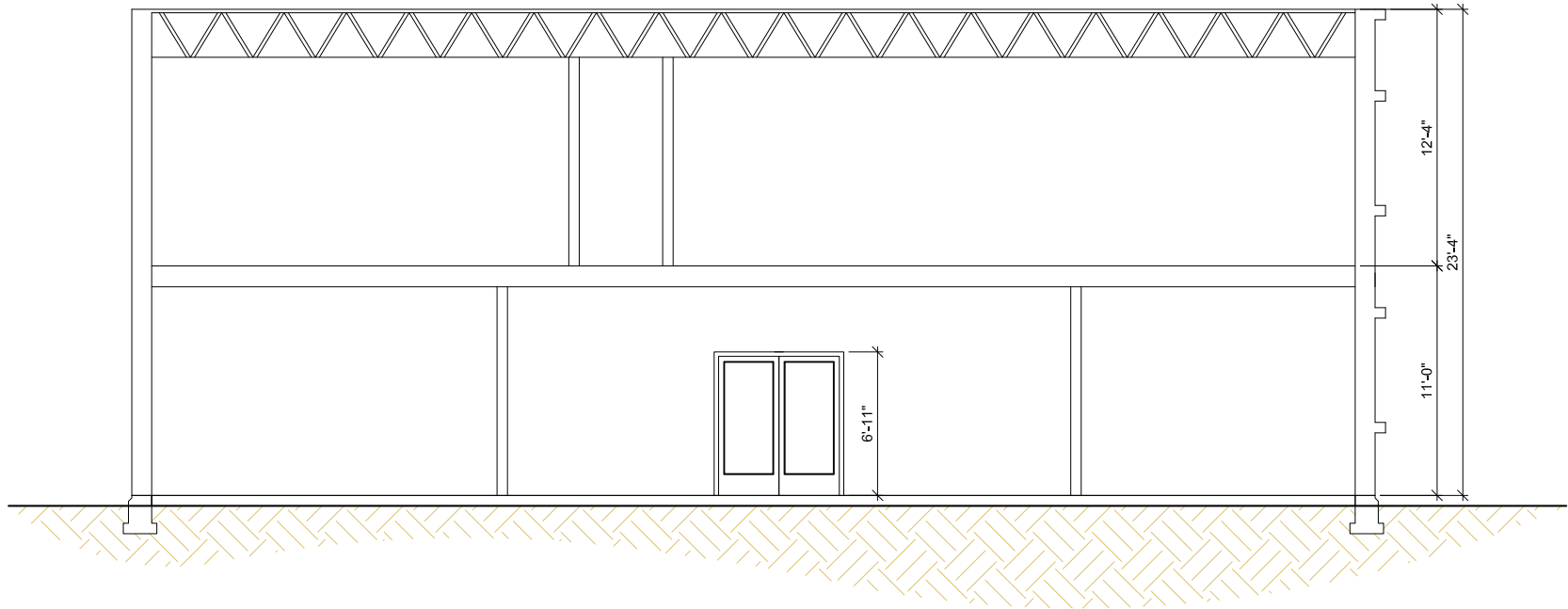


North Elevation Continued
Scale 1/8" = 1'-0"



West Elevation
Scale 1/8" = 1'-0"

DRAWN BY: EMERY R. WEAVER		NAME AND LOCATION OF STRUCTURE BUILDING 105 - MATERIALS AND PROCESSING, LABORATORY AND ENGINEERING BUILDING SAN DIEGO, CALIFORNIA 2701 N. HARBOR DRIVE SAN DIEGO COUNTY		SURVEY NO. HISTORIC AMERICAN BUILDINGS SURVEY	Library of Congress Index Number
RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT JANUARY 2010				SHEET 3 OF 4 SHEETS	



Section
Scale 1/4" = 1'-0"

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RYAN AERONAUTICAL COMPANY
HISTORIC DISTRICT
JANUARY 2010

NAME AND LOCATION OF STRUCTURE
**BUILDING 105 - MATERIALS AND PROCESSING,
LABORATORY AND ENGINEERING BUILDING**
2701 N. HARBOR DRIVE SAN DIEGO, CALIFORNIA SAN DIEGO COUNTY

SURVEY NO.
SHEET 4 OF
4 SHEETS

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