
FINAL

**Building 125
Paint and Oil Storage Building**

**Historic American Buildings Survey
Level II/III**

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 125 - PAINT AND OIL STORAGE 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 125 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 125 is a non-contributing resource to the Ryan Aeronautical Company Historic District.</p>

Historian: Megan Venno

PART I. HISTORICAL INFORMATION

A. Physical History:

- 1. Date of erection: 1941
- 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 125 was constructed in 1941. It is 3,082 square feet, measuring 50 feet by 61 feet. The one-story building was constructed with a concrete foundation, barrel roof, and metal siding. The roof has steel bowstring trusses with wood joists, spaced approximately 20 feet on center. There is a centrally placed dividing 1-hour firewall constructed of wood studs with gypsum board covering. There are diagonal “X” tension-rod braces in the longitudinal and transverse directions of the building (San Diego County Regional Airport Authority, 2005).
- 5. Alterations and additions: Some of the original doors have been replaced and the windows have been painted over. The gypsum board wall divider is likely not original.

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 125 a rectangular building with a two open bays. It is sheathed in aluminum siding and has a barrel truss roof system of aluminum of corrugated metal. Building 125 lacks any distinctive features or characteristics (URS Corporation, 2009).
- 2. Condition of Building Material: Building 125 is in fair condition.

B. Description of Exterior:

- 1. Overall Dimensions: Building 125 is a rectangular one-story building totaling approximately 3,082 square feet. It measures 50 feet by 61 feet (San Diego County Regional Airport Authority, 2005).
- 2. Foundations: Building 125 sits on a concrete slab foundation.
- 3. Walls: Exterior walls are sheathed in corrugated sheet metal.
- 4. Structural System: Building 125 has a steel structural system with diagonal “X” tension-rod braces in the longitudinal and transverse directions of the building for support.
- 5. Openings:
 - a. Doorways: Building 125 has a large, off center, bay on its south elevation, which is the primary elevation. The bay has a sliding metal door, and a smaller personnel door is located adjacent to it. The east elevation has a similar sliding door, and one metal personnel door. The north elevation has one personnel door. There are no entries on the west elevation.
 - b. Windows: Building 125 has a series of pivot windows on all four elevations. They have been painted over, but are operable. They are metal frame, situated in groups of five-over-three light arrangements. The top two panes (five across) are operable, and the bottom pane is fixed.
- 6. Roof: Building 125 has a barrel roof of corrugated sheet metal, supported by steel bowstring trusses with wood joists.

C. Description of Interior:

Floor Plans: Building 125 is a rectangular plan. The plan is divided into two bays, with a center dividing 1-hour firewall constructed of wood studs with gypsum board covering. (San Diego County Regional Airport Authority, 2005).

D. Site:

Historic Landscape Design: None

PART III. SOURCES OF INFORMATION

A. Early Views: N/A

B. Interviews: N/A

C. Bibliography

1. Primary and Unpublished Sources:

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2. Secondary and Published Sources:

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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 125 - Paint and Oil Storage Building, South Elevation, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building, Northeast Oblique, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building, Southeast Oblique, San Diego, California, October 2009.



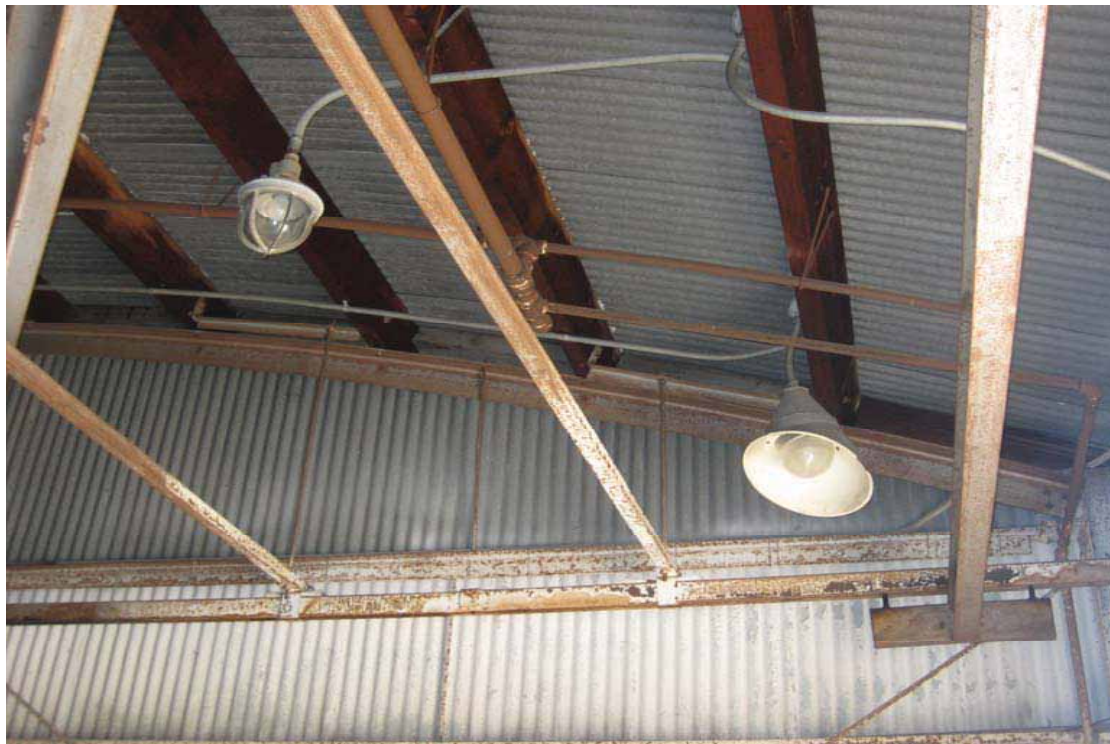
Building 125 - Paint and Oil Storage Building, Northwest Oblique, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building, Southwest Oblique, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building Interior, facing Northeast, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building Interior, detail of lighting, facing South, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building Interior, facing Southwest, San Diego, California, October 2009.

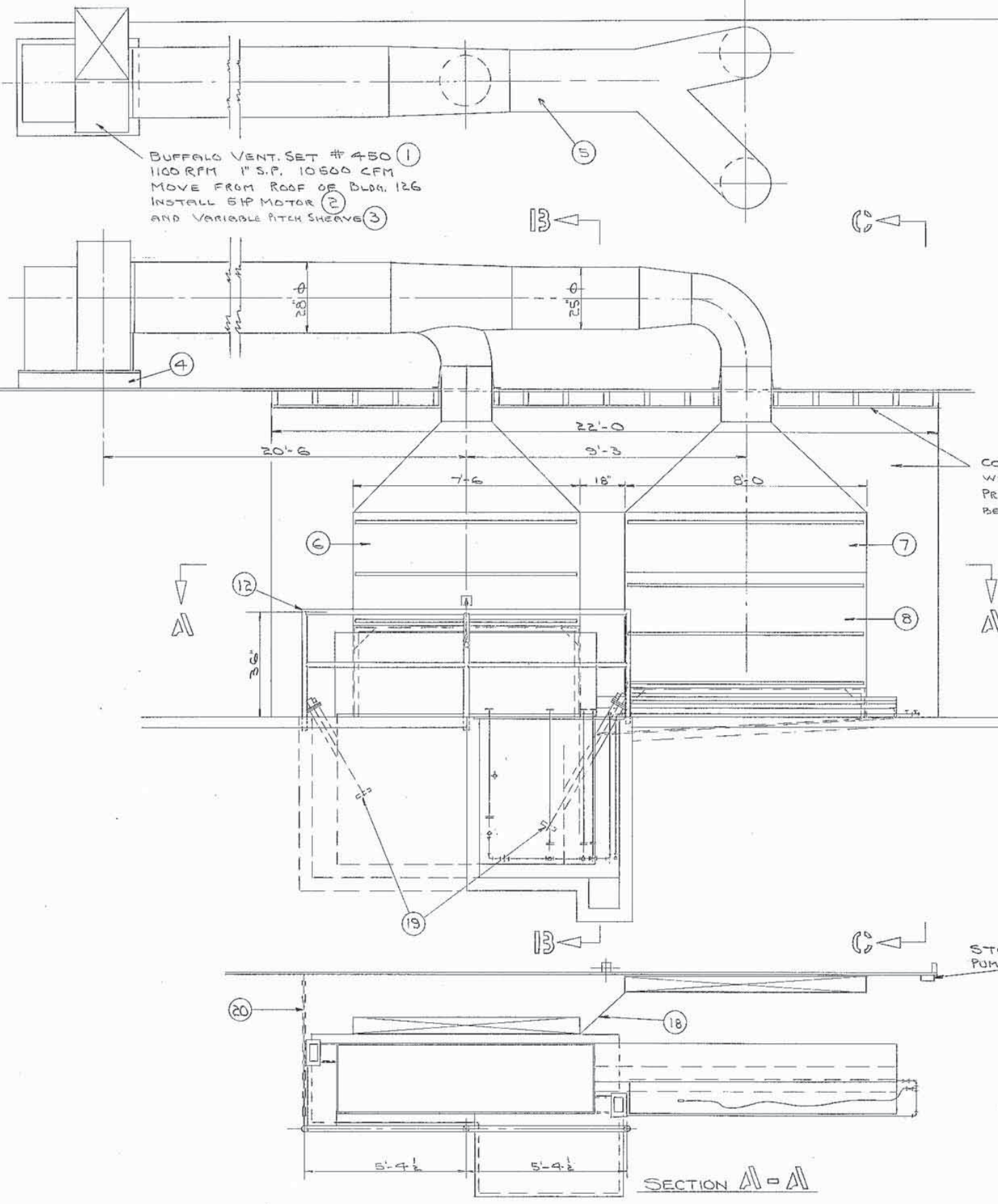


Building 125 - Paint and Oil Storage Building Interior, facing Northwest, San Diego, California, October 2009.



Building 125 - Paint and Oil Storage Building Interior, facing East, San Diego, California, October 2009.

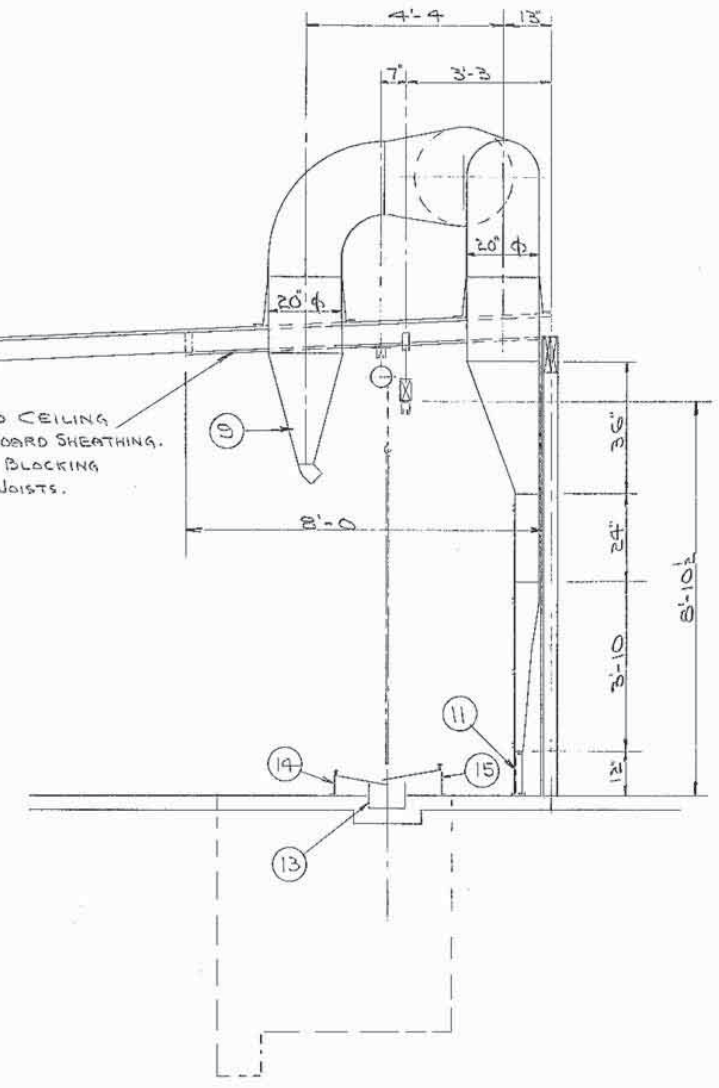
BLDG-125



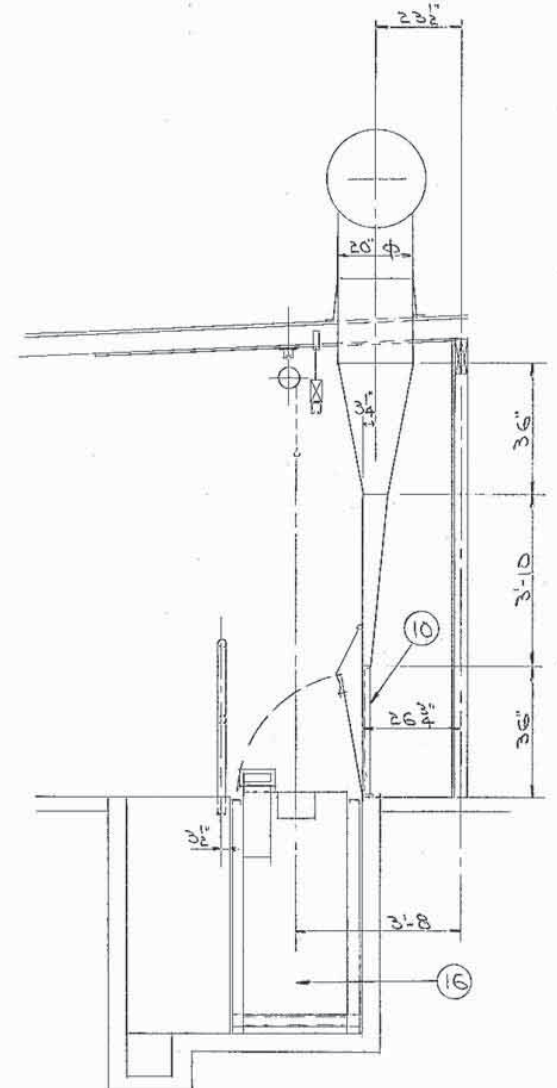
BUFFALO VENT. SET #450
1100 RPM 1" S.P. 10500 CFM
MOVE FROM ROOF OF BLDG. 126
INSTALL SH MOTOR
AND VARIABLE PITCH SHEAVE

COVER WALL AND CEILING
WITH 5" GYPSUM BOARD SHEATHING.
PROVIDE 2x6 FIRE BLOCKING
BETWEEN CEILING JOISTS.

SUBASSEMBLY PART	DESCRIPTION	SIZE	MAT'L	REQ'D	CODE	SUBASSEMBLY PART	DESCRIPTION	SIZE	MAT'L	REQ'D	CODE
20	GUARD CHAIN - DETACHABLE	5'-0" LG.	1			11	HOOD SUPPORT	DWG. SH.-3	STL.	1	
19	MIXER - AIR DRIVEN	RE-USE EXIST'G AND CUT	2			10	HOOD SUPPORT	DWG. SH.-3	STL.	1	
18	BAFFLE R	24x82x18 GA	1			9	VENT. HOOD, DWG. SH.-4, GALV.	STL.	1	NEW	
17	GYPSUM BOARD	48x8x96	15			8	VENT. HOOD, DWG. SH.-4, GALV.	STL.	1	NEW	
16	DIP TANK	DWG. SH.-2	HRS	1		7	VENT. HOOD	GALV.	STL.	1	RE-USE EXIST'G
15	DRIP PAN	DWG. SH.-3	HRS	1		6	VENT. HOOD	GALV.	STL.	1	RE-USE EXIST'G
14	DRIP PAN	DWG. SH.-3	HRS	1		5	DUCTING	20G. GALV.	STL.	1	
13	TROUGH	DWG. SH.-3	HRS	1		4	FAN PLATFORM	18 BORE 4-9/8 S.F.D.	WOOD	1	RE-USE EXIST'G
12	HANDRAIL	DWG. SH.-3	BLD PIPE	1		3	VARIABLE PITCH SHEAVE, (2) 6 GROOVE			1	
						2	U.S. ELEC. MOTOR, DRIP PROOF, FR. 254-1	5HP 1800		1	ELEC. STORED
						1	BUFFALO VENT. SET	4-50		1	RE-USE EXIST'G



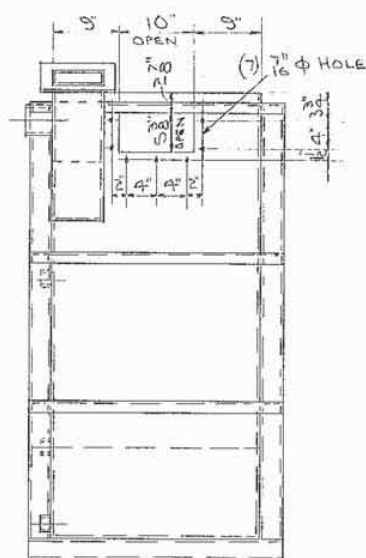
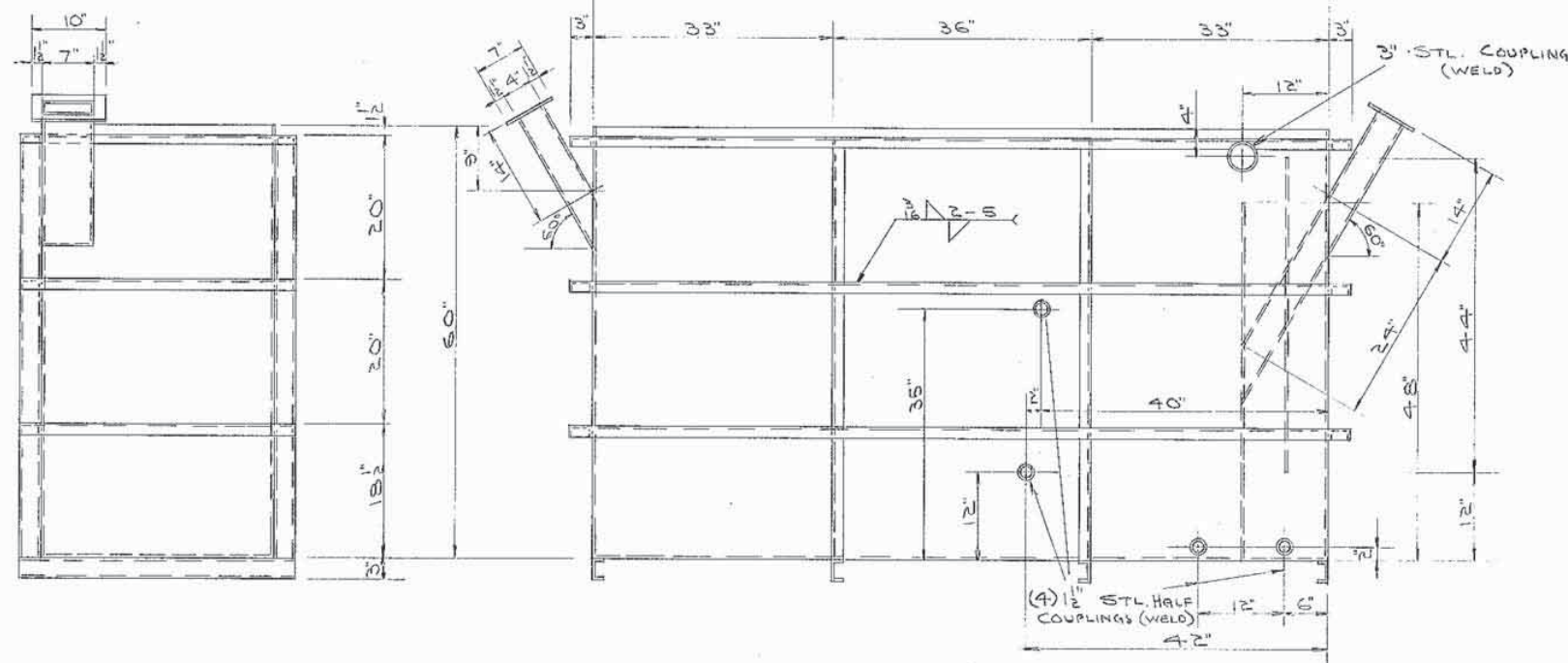
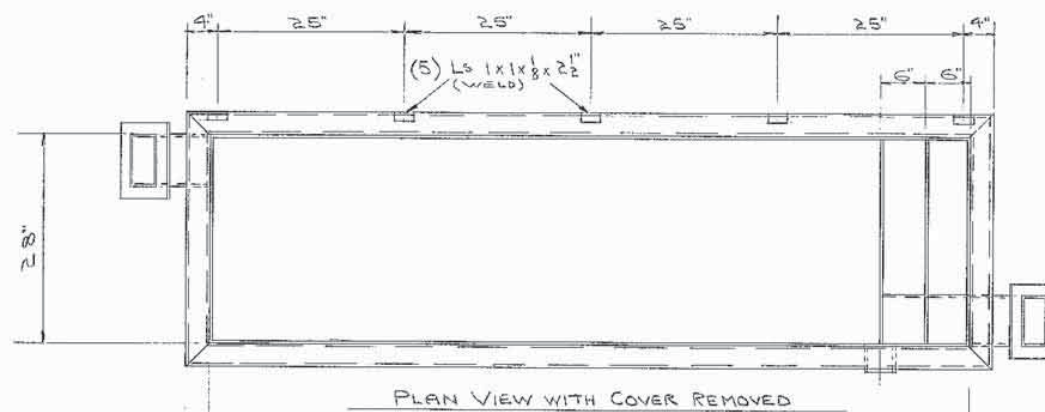
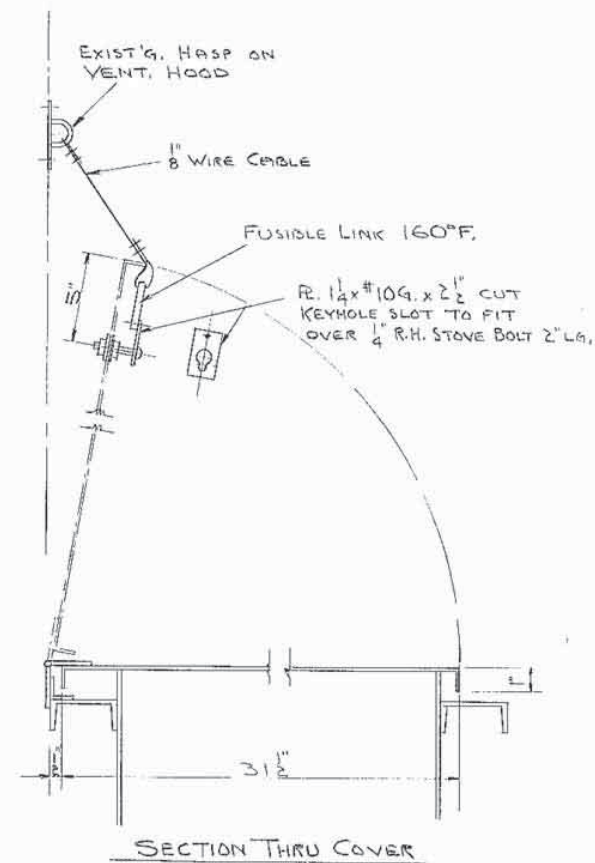
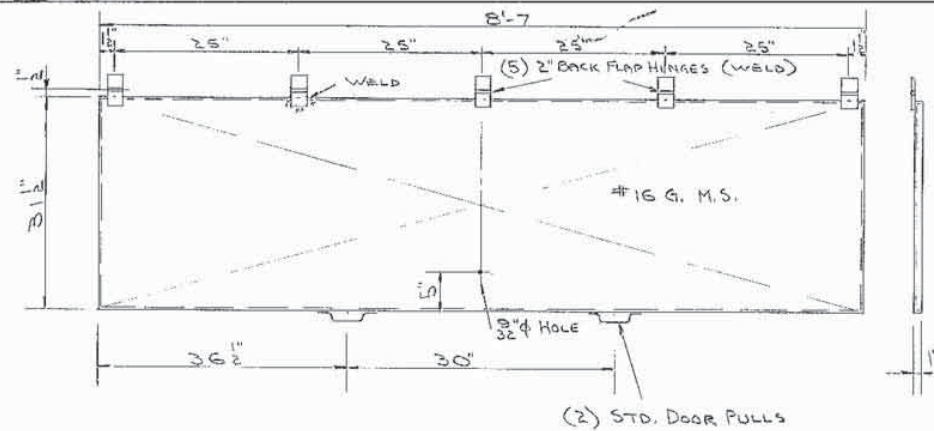
SECTION C-C



SECTION B-B

GENERAL NOTES
RE-USE EXIST'G DUCT & HOODS WHERE POSSIBLE.
PAINT TO RYAN STD. COLOR CODE.
CONCRETE PITS & DRAIN - SEE DWG. 2695-D
PUMP & PIPING - SEE DWG. 5550-D
MONORAIL CONVEYOR - SEE DWG. 1-7698

APPROVALS		DATE	SCALE		DATE	DRAFTSMAN		DESIGNER	CHECKED	APPROVED	DATE
S.B. Denny		6-23-63	1" = 1'-0"		5-23-63	C. FRANKLIN				CCN	
GENERAL ARRANGEMENT											
CHEM. MILL MASKING											
BLDG. 125 LEANTO											
UNLESS SPECIFICALLY NOTED TOLERANCES ARE TO BE											
FRACTION ± 1/16 DECIMAL ± .005 ANGULAR ± 30'											
BREAK ALL SHARP EDGES											
PART NO.											FILE NO.
AFE- A-66274-8895											



GENERAL NOTES
 ALL FRS. 1/2" HRS UNLESS NOTED
 ALL CHAN'S. 3" @ 4:1
 TANK WELDED WATER TIGHT.
 PAINT - OUTSIDE PER RYAN COLOR CODE.
 INSIDE & RIM - COAT WITH CHEM. MILL MASK

DIP TANK (16)

SUBASY PART		DESCRIPTION		SIZE	MATL	REQ'D	CODE
BILL OF MATERIAL							
RYAN AERONAUTICAL COMPANY PLANT ENGINEERING DEPARTMENT SAN DIEGO, CALIFORNIA							
NO. SHORTAGE REPORTS REQ'D.							
APPROVALS	DATE	SCALE	DATE	DESIGNER	CHECKED	APPROVED	DATE
S. B. Dwyer	6-5-63	1/8" = 1'-0"	5-17-63	C. FRANKLIN		CH	
DIP TANK							
FOR CHEMICAL MILLING MASKING							
BLDG. 125 LEANTO							
UNLESS SPECIFICALLY NOTED TOLERANCES ARE TO BE FRACTION ±1/16 DECIMAL ±.005 ANGULAR ±3°							
BREAK ALL SHARP EDGES							
PART NO.						FILE NO.	
AFE-A-66274						8895	
AFE-A-66512							

