
FINAL

**Building 156
Warehouse**

**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 156 - WAREHOUSE

<u>Location:</u>	2701 North Harbor Drive, San Diego, CA 92101, USA
<u>Present Owner/Occupant:</u>	San Diego County Regional Airport Authority
<u>Present Use:</u>	Vacant
<u>Significance:</u>	<p>Building 156 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 level for the National Register of Historic Places (NRHP) under Criteria A, B, and C and is eligible 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 156, originally used for aircraft manufacturing, was most recently used as a warehouse. It is a contributing resource to the Ryan Aeronautical Company Historic District. Building 156 is representative of the period and type of construction found at aviation factories in the mid-20th century in California and the U.S.</p>

Historian: Sara Orton

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: c. 1950

2. Architect: National Steel and Shipbuilding Corporation

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 156 is a rectangular, two-story building with an open interior measuring approximately 150 feet by 300 feet. It was built against the south elevation of Building 152. Perimeter footing supports wooden 2-inch-by-4-inch stud-framed walls along the east, west, and south elevations. Stucco covers the exterior walls. The north elevation of Building 156 is the former stucco-covered exterior south elevation exterior of Building 152. Five-inch-by-8-inch wooden beam posts are placed approximately 12 feet apart along the inside walls and support the arched steel roof trusses. The metal roof trusses are approximately 50 feet wide and are placed in sets of three to span the width of Building 156. Interior trusses are supported by two rows of 5-inch-square steel I-beam posts mounted into the concrete slab floor. These trusses hold 4-inch-by-12-inch wooden joists covered with 2-inch-by-8-inch sheathing boards placed at a 45 degree angle to the roof joists axis (URS Corporation, 2009).

5. Alterations and additions: Rows of large steel-framed multi-paned rectangular windows have been removed. There is a small 16-foot by 25-foot addition on the south elevation. Building 513 is attached to the west elevation and Building 245 is attached to the east elevation.

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 156 was originally used for aircraft manufacturing, then was used as a warehouse and is currently vacant. It is a large, rectangular structure with a barrel roof and I-beam supports. Building 156 does not exhibit stylistic elements, but in form it is typical of mid-20th century aviation industry structures.
2. Condition of Building Material: Building 156 is in fair condition.

B. Description of Exterior:

1. Overall Dimensions: Building 156 is a rectangular building, two-stories in height, measuring approximately 150 feet by 300 feet.
2. Foundations: Building 156 sits on a concrete slab with raised concrete perimeter foundation.
3. Walls: Building 156 has wooden 2-inch-by-4-inch stud-framed walls covered with stucco on the exterior. The north elevation is the former stucco-covered exterior south elevation of Building 152.
4. Structural System: Building 156 is composed of wood-frame construction with interior trusses supported by steel I-beam posts. Perimeter footing supports wooden 2-inch-by-4-inch stud-framed walls along the east, west, and south elevations. Five-inch-by-8-inch wooden beam posts are placed approximately 12 feet apart along the inside walls and also support the arched steel roof trusses. The roof trusses are approximately 50 feet wide and are placed in sets of three to span the width of Building 156. Interior trusses are supported by two rows of 5-inch-square steel I-beam posts mounted into the concrete slab floor. These trusses hold 4-inch-by-12-inch wooden joists covered with 2-inch-by-8-inch sheathing boards placed at a 45 degree angle to the roof joists axis.

5. Openings:

- a. Doorways: The primary (east) elevation of Building 156 has a 10-foot-by-10-foot sliding door and a 20-foot-by-18-foot sliding door. There are two personnel doors on the south elevation and one on the addition. The addition on the south elevation also has an 8-foot-by-10-foot sliding door. The west elevation has a 10-foot-by-10-foot sliding door that leads to the interior of Building 513 and a 20-foot-by-18-foot sliding door to the exterior. All the doors on the north elevation lead to the interior of Building 152.
- b. Windows: Most of the rows of steel-framed multi-paned rectangular windows around the perimeter of Building 156 have been removed and the openings have been left open.

6. Roof: The barrel roof of Building 156 is covered with rolled asphalt roofing material.

C. Description of Interior:

Floor Plans: Building 156 is a rectangular building, two stories in height with an open interior measuring approximately 150 feet by 300 feet. It was built against the south elevation of Building 152 and shares its north wall with the south wall of Building 152. The north elevation of Building 156 is the former stucco-covered south elevation exterior of Building 152. There are no interior walls in Building 156 (URS Corporation, 2009).

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:

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

San Diego Unified Port District (SDUPD). 2009. 2701 North Harbor Drive Demolition Project Environmental Impact Report. April.

URS Corporation. 2008. Department of Parks and Recreation Primary Record form for the Ryan Aeronautical Company Historic District (P-37-028619, CA-SDI-18401H). January.

URS Corporation. 2009. *Appendix B. Cultural Resources Assessment Report. 2701 North Harbor Drive Demolition Project Draft EIR (UPD #83356-EIR-713)*. April.

Van Wormer, Stephen. 2005. Department of Parks and Recreation Primary Record form for the Ryan Aeronautical Company Historic District (P-37-028619, CA-SDI-18401H). Prepared by Walter Enterprises. December.

Van Wormer, Stephen, Mary Robbins-Wade. 2006. *Historic Architectural Survey Report: San Diego International Airport Master Plan*. Prepared for San Diego County Regional Airport Authority. May.

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.

National Aviation Hall of Fame. T. Claude Ryan- Biography.
http://nationalaviation.blade6.donet.com/components/content_manager_v02/view_nahf/htdocs/menu_ps.asp?NodeID=-2144693577&group_ID=1134656385&Parent_ID=-1 (accessed November 5, 2009)

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 156 - Warehouse, San Diego, California, Date unknown.



Building 156 - Warehouse, East Elevation, San Diego, California, October 2009.



Building 156 - Warehouse, San Diego, California, Date unknown.



Building 156 - Warehouse, south corner of East Elevation, San Diego, California, October 2009.



Building 156 – Warehouse, East Elevation, facing Northwest, San Diego, California, October 2009.



Building 156 – Warehouse, Northeast Oblique, addition on South Elevation, San Diego, California, October 2009.



Building 156 – Warehouse, Northeast Oblique, San Diego, California, October 2009.



Building 156 – Warehouse, West Elevation, San Diego, California, October 2009.



Building 156 – Warehouse, East Elevation, facing Northwest, addition is identified as Building 245, San Diego, California, October 2009.



Building 156 – Warehouse Interior, ceiling detail, San Diego, California, October 2009.



Building 156 – Warehouse, Interior, facing West, the wall on the north (right) is the previously exterior wall of neighboring Building 152, San Diego, California, October 2009.



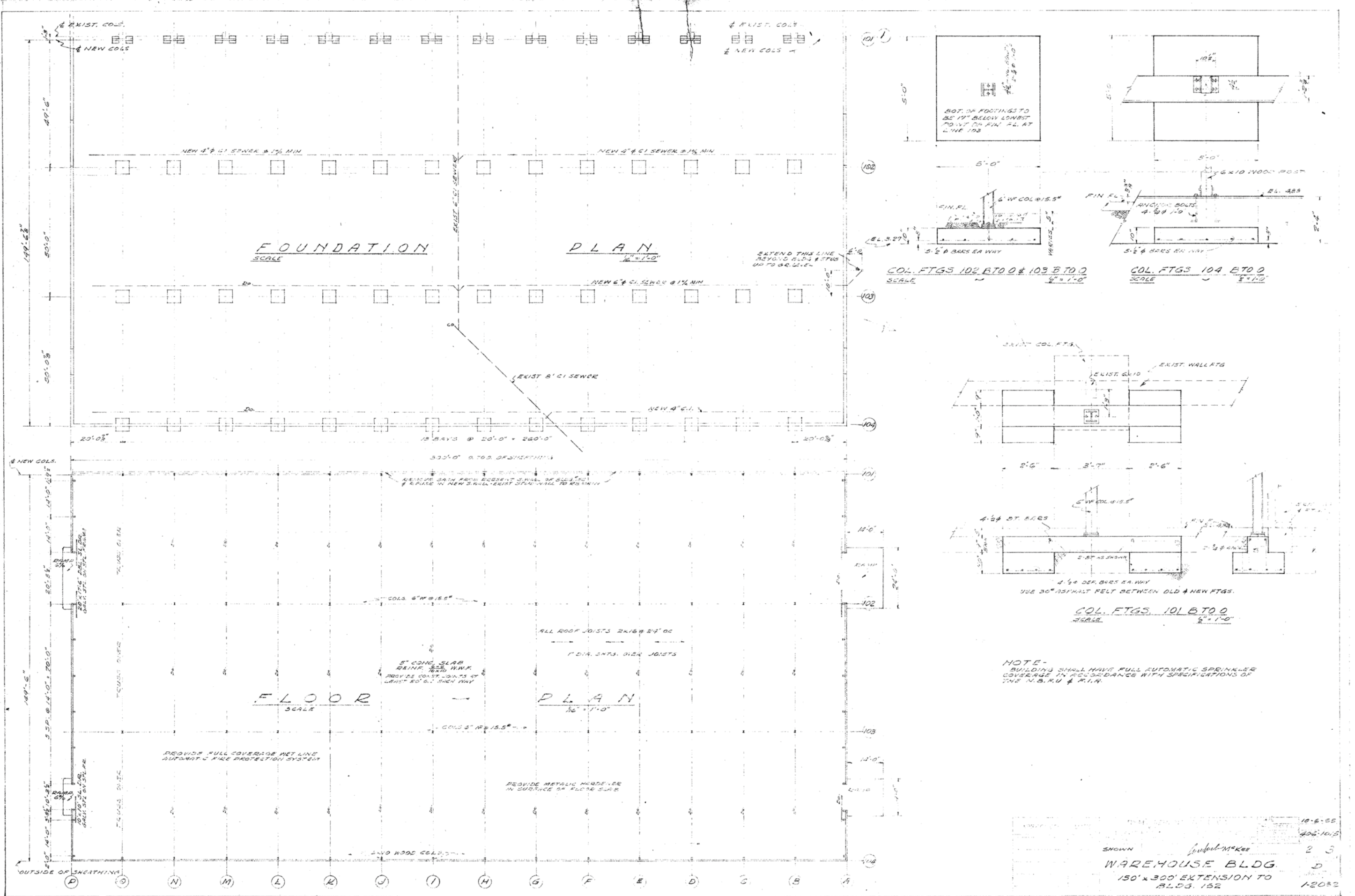
Building 156 – Warehouse Interior, ceiling detail including the roof monitor, San Diego, California, October 2009.

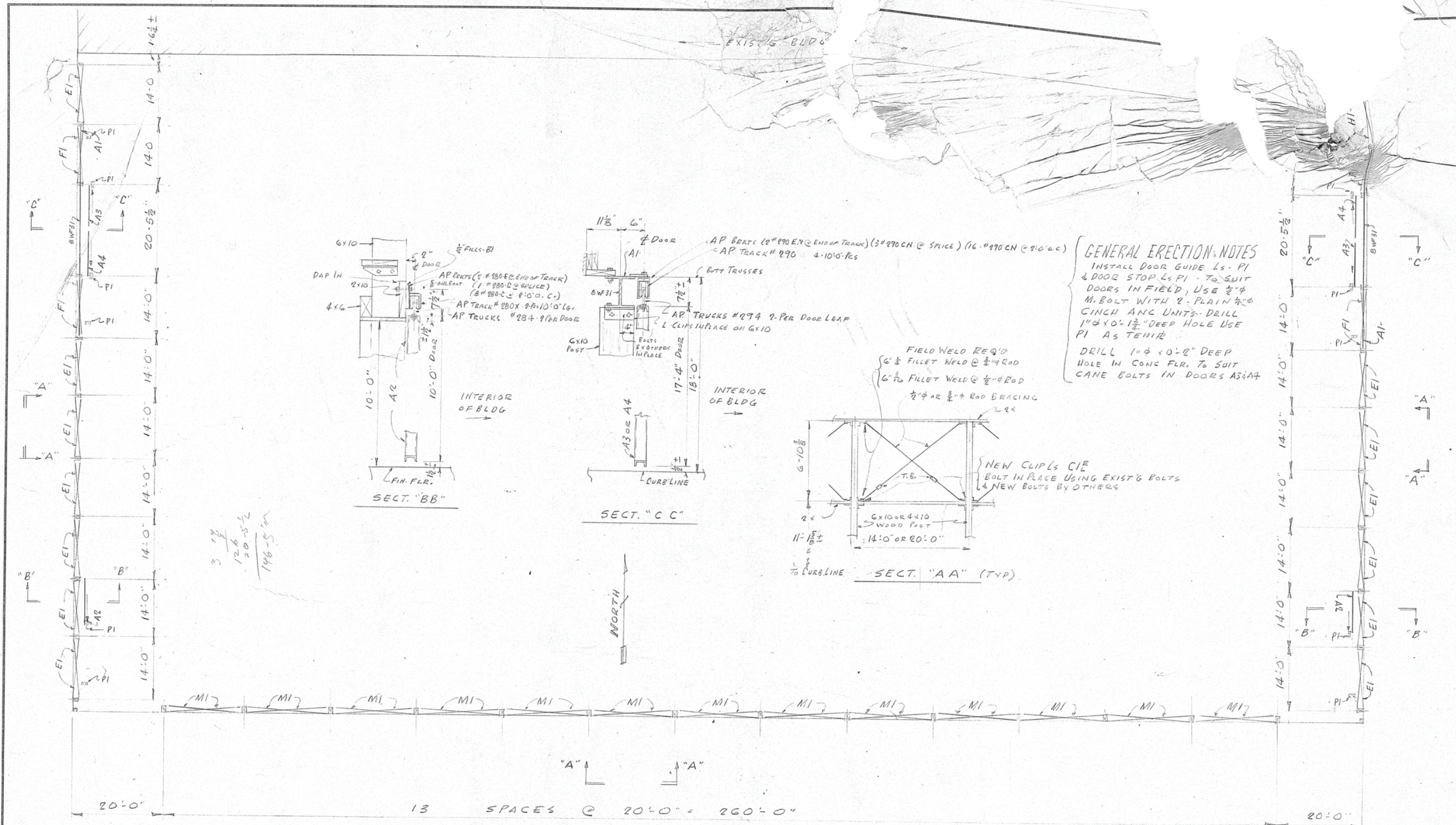


Building 156 – Warehouse Interior, wood and metal paneling detail, San Diego, California, October 2009.



Building 156 – Warehouse Interior, window detail on west elevation, San Diego, California, October 2009.





3 1/2
126
20-5 1/2
146-5 1/2

GENERAL ERECTION NOTES
 INSTALL DOOR GUIDE Ls - PI
 & DOOR STOP Ls PI TO SUIT
 DOORS IN FIELD. USE 1/2" φ
 M. BOLT WITH 2 PLAIN 1/2" φ
 CINCH ANG UNITS. DRILL
 1" φ x 0-1 1/2" DEEP HOLE USE
 PI AS TENON
 DRILL 1" φ x 0-0" DEEP
 HOLE IN CONC FLR. TO SUIT
 CANE BOLTS IN DOORS A3/A4

FIELD WELD REQ'D
 6 1/2" FILLET WELD @ 1/2" ROD
 6 7/8" FILLET WELD @ 1/2" ROD
 1/2" φ OR 3/4" φ ROD BRACING

NEW CLIP Ls CIP
 BOLT IN PLACE USING EXIST'G BOLTS
 & NEW BOLTS BY OTHERS

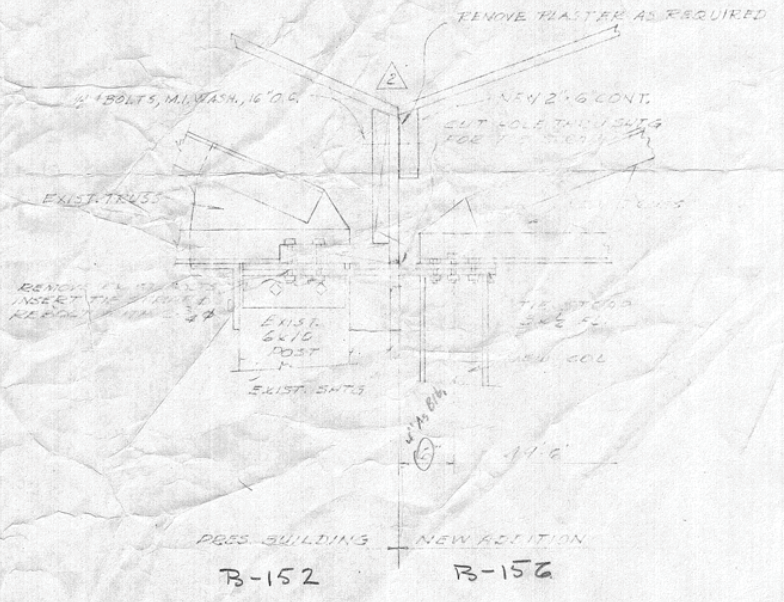
NOTE: ROD BRACING
 ERECTED BY OTHERS

ERECTION PLAN
 (ROD BRACING EAST, WEST WALLS 1/2" φ, SOUTH WALL 3/4" φ)

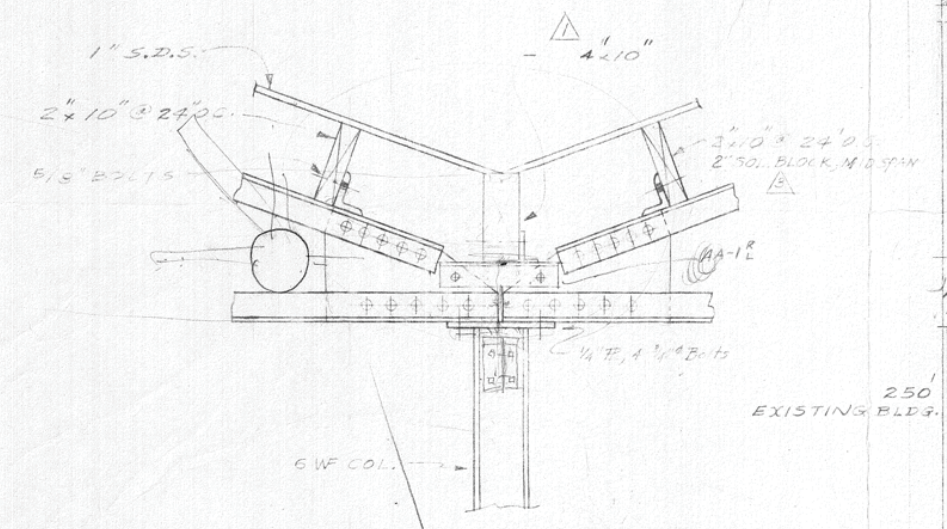
B156

NATIONAL STEEL AND SHIPBUILDING CORPORATION			
HARBOR DR. AT 28th ST. SAN DIEGO 12, CALIFORNIA PHONE BE 9-8061			
CUSTOMER	TREPTE CONST. CO.	PRINT RECORD	NO. OF PRINTS
BUILDING	RYAN AERO. CO.	APPROVAL	2 1-11
LOCATION	SAN DIEGO, CALIF.	FINAL APP.	
		SHOP	1-13
		ERECTION CS	2-1-13
		CONTRACTOR	2-1-13
		MAT'L. CONT.	

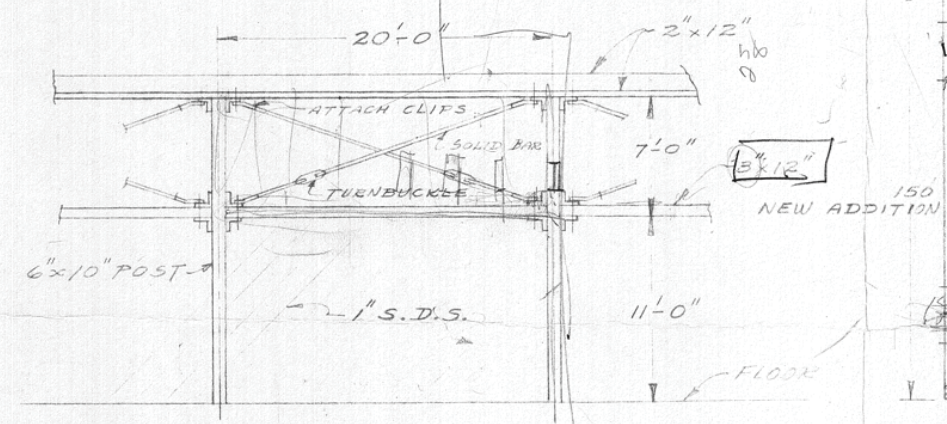
ERECTION PLAN FOR
 BRACING AND DOORS



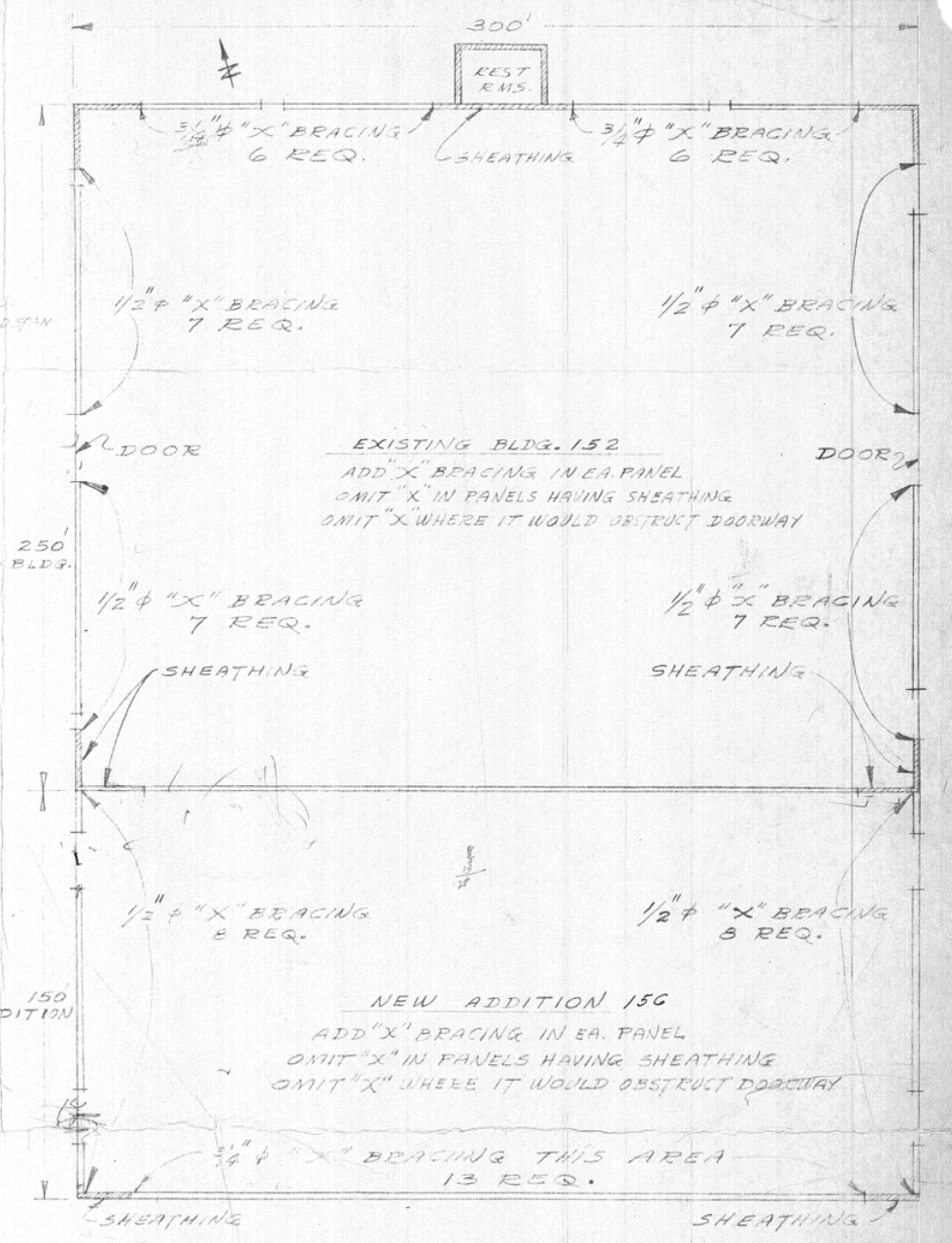
CONNECTION TO PRESENT BLDG.
NO SCALE



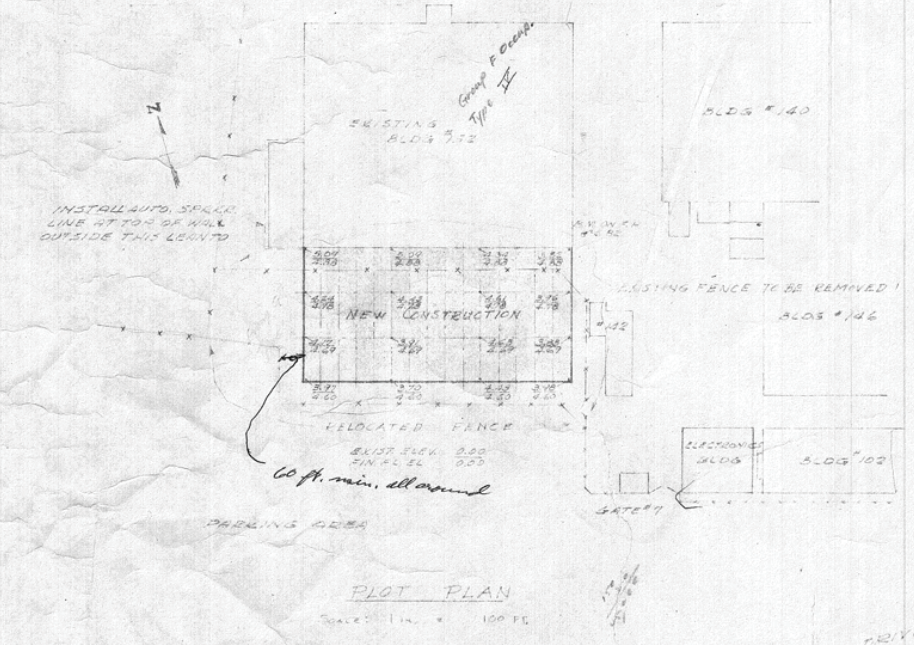
TYPICAL COLUMN DETAIL
NO SCALE



TYPICAL "X" BRACING
SCALE 3/16" = 1'-0"



PLAN SHOWING LOCATION OF "X" BRACING
SCALE 1/32" = 1'-0"



PLOT PLAN
SCALE: 1/4" = 100 FT.

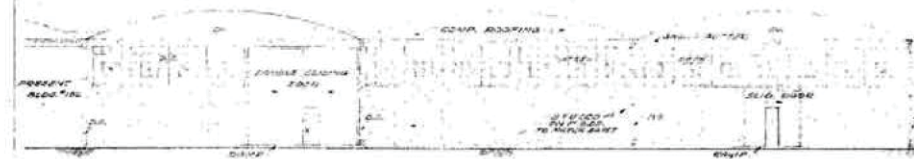
- 5 Added 2" Sol. Bldg. King at mid span
- 2 Added 2x6 Cont. Joist
- 1 Added clip. Change 2x10 to 4x10

NOTED BY: [Signature]
DATE: [Date]

Bldg 156



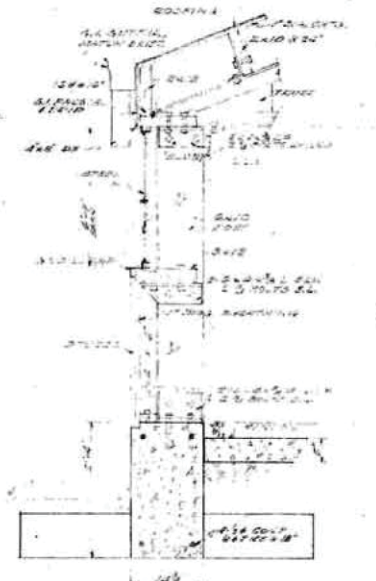
-SOUTH ELEVATION-
SCALE 1/8" = 1'-0"



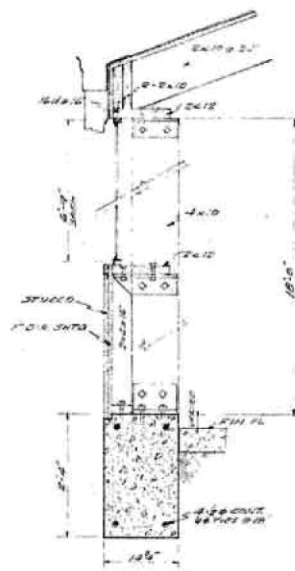
-WEST ELEVATION-
SCALE 1/8" = 1'-0"
BASE ELEVATION SIMILAR



-ROOF PLAN-
SCALE 1/8" = 1'-0"



-SECTION - SOUTH WALL-
SCALE 1/4" = 1'-0"



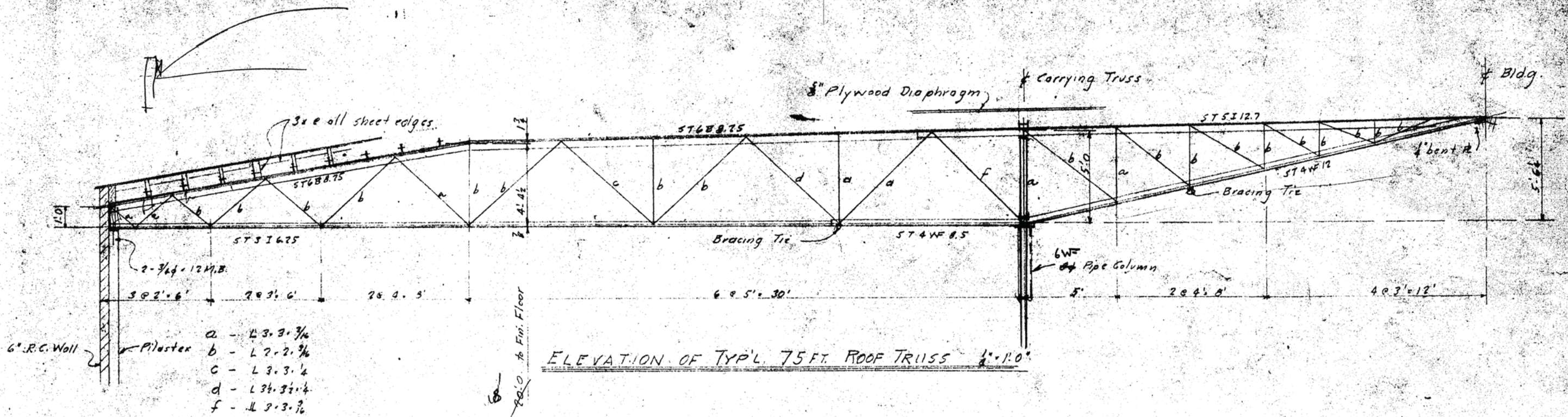
-SECTION - E & W WALLS-
SCALE 1/4" = 1'-0"

APPROVED
SUBJECT TO ALL LAWS
AND REGULATIONS
John P. [Signature]
10-10-57

J.A. [Signature]
Civil Eng. 1946

WAREHOUSE BLDG.
180' x 300' EXTENSION TO
BLDG 152

10-6-57
106-10-5
1 3
1-20-57



MATERIAL LIST						
MARK	NO. PIECES	SIZE	LENGTH	CUT FROM	UNIT WT.	REMARKS
A1	14	TRUSSES				
B1	14	TRUSSES				
C1	28	6x15	18-3 1/2	511-10-15	79.39	
E1	14	6x15	18-3 1/2	55-7 1/2	39.65	
H1	28	6x8	18-3 1/2	13-7	52.223	
K1	68	4x8	1-6 1/2	52-5	14.645	
M1	70	4x8	1-0 7/8	70-0	14.861	
P1	4	2x4	1-0 7/8	70-0	14.861	
S1	4	CLIPS	5-5	6-8	4.27	
T1	50	LGx7	0-7 1/2	30-6	10.474	
Y1	4	LGx6	0-5	1-8	18.25	
W1	14	12x5	5-5	6-8	4.27	
ab	84	L2x2x1/4	50-0	1200-0	41	17280
ac	28	L3x2x1/4	47-7 1/2	1372-10	57.18	
ad	28	L3x2x1/4	47-7 1/2	1372-10	57.18	
ae	28	L3x2x1/4	47-7 1/2	1372-10	57.18	
af	14	L2x2x1/4	14-4	18-8	21.5	
ag	14	L2x2x1/4	14-4	18-8	21.5	
ah	56	L2x2x1/4	1-4	74-8	8.59	
ai	84	L2x2x1/4	4-0	340-4 1/2	8.31	
aj	84	L2x2x1/4	4-0	340-4 1/2	8.31	
ak	168	L2x2x1/4	5-1 1/2	85-7	20.88	
al	168	L2x2x1/4	5-7 1/2	97-0	23.74	
am	84	L2x2x1/4	6-0	506-7 1/2	12.36	
an	1050	L3/4x3x1/4	0-6 1/2	56-7	68	3275
RING FILLS						
pa	966	L2x2x1/4	0-2	161-0	2.5	411
pb	84	L2x2x1/4	0-2	14-0	1.2	18
pc	28	L2x2x1/4	1-0 1/2	29-2	5.7	174
pd	42	L2x2x1/4	0-7	24-6	8.3	218
pe	14	L2x2x1/4	1-3 1/2	18-1	8.3	161
pf	4	L6x6x1/2	0-7	27-0	11.2	55
pg	4	L6x6x1/2	0-11	3-8	11.2	55
ph	14	L6x4x1/2	0-5 1/2	6-5	14.79	
pi	56	L3x3x1/4	1-2	66-4	5.2	242
pj	56	L4x3x1/4	0-4	18-8	5.8	108
SHOP BOLTS						
1596 1/2" DIA. BOLT 0-1 1/2 - 51.862						
2072 3/4" DIA. BOLT 0-1 1/2 - 51.1071						
SHOP RING						
672 1/2" DIA. RING 0-2 1/2 - 5.336						
FIELD BOLTS						
208 1/2" DIA. BOLT 0-1 1/2 - 51.92						
104 3/4" DIA. BOLT 0-1 1/2 - 12.134						
56 1/2" DIA. BOLT 0-1 1/2 - 26.30						
56 3/4" DIA. BOLT 0-1 1/2 - 26.43						
56 1/2" DIA. BOLT 0-1 1/2 - 26.11						

SUB TOTAL		64.025	1
SHOP PAINT ONE COAT ZINC CHROMATE		323	1
FIELD PAINT			
TOTAL WEIGHT		64.948	1
BOLTS 1/2" DIA. HOLES 1 1/8" DIA. UNLESS OTHERWISE NOTED			
NOTE - END AND EDGE DISTANCE IS 1 1/2" UNLESS OTHERWISE NOTED			
REVISIONS			
NO.	DESCRIPTION	DATE	APP'D
1	ADDED HOLE R-h. ADDED Ls AAIE. ADD BOLTS W/L		

NATIONAL STEEL AND SHIPBUILDING CORPORATION

HARBOR DR. AT 28th ST. SAN DIEGO 12, CALIFORNIA PHONE BE 9-8061

CUSTOMER: TREPTE CONST. CO. PRINT RECORDS: 3 7 22

APPROVAL: 3 7 22

LOCATION: SAN DIEGO, CALIF

CONTRACTOR: RYAN AERONAUTICAL CO.

DATE: 9-21-55

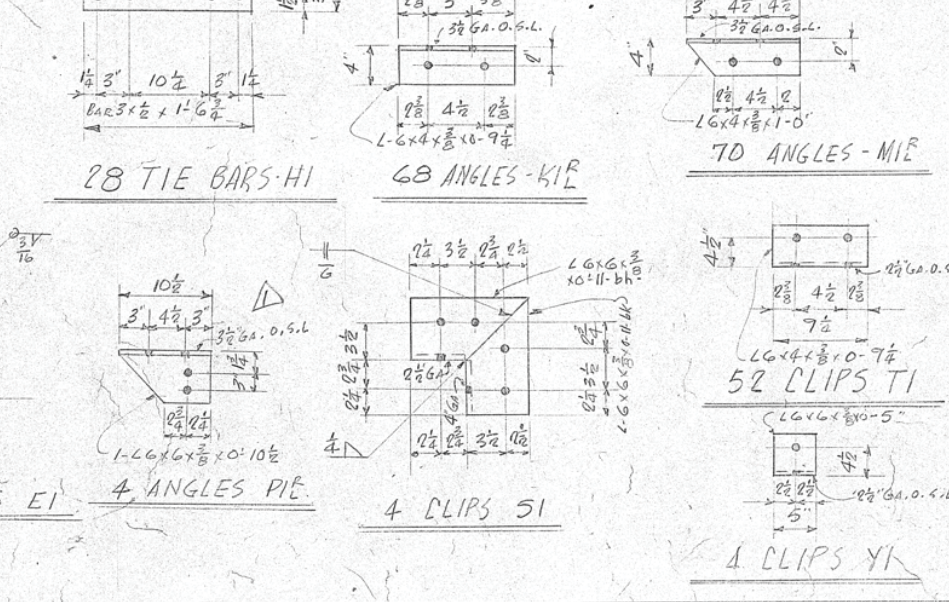
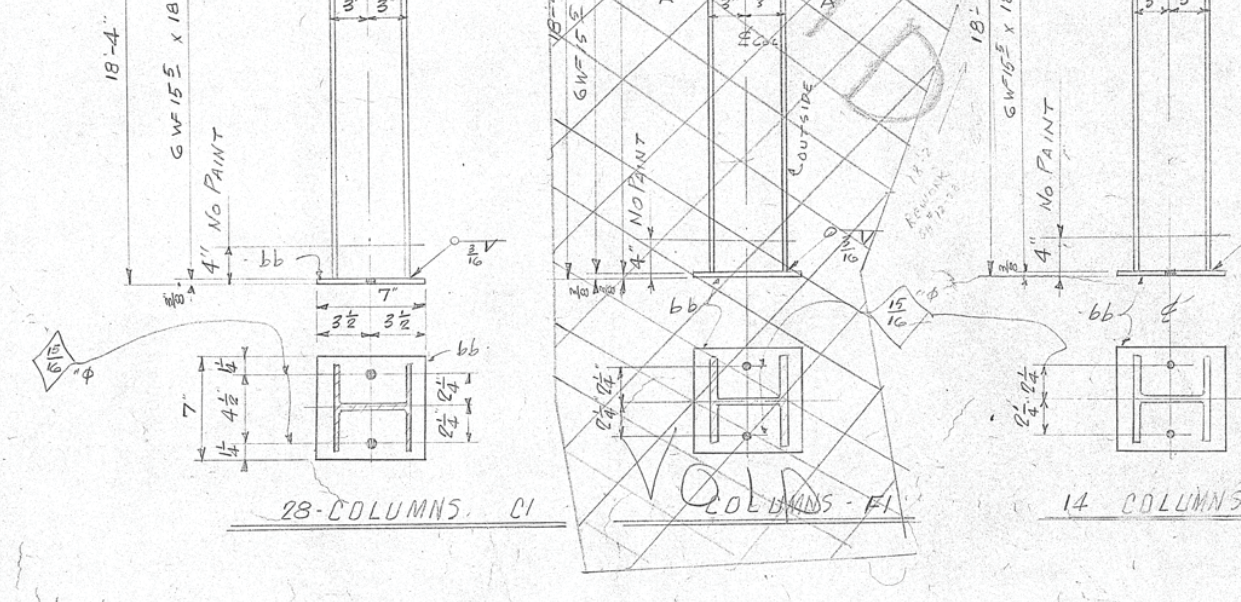
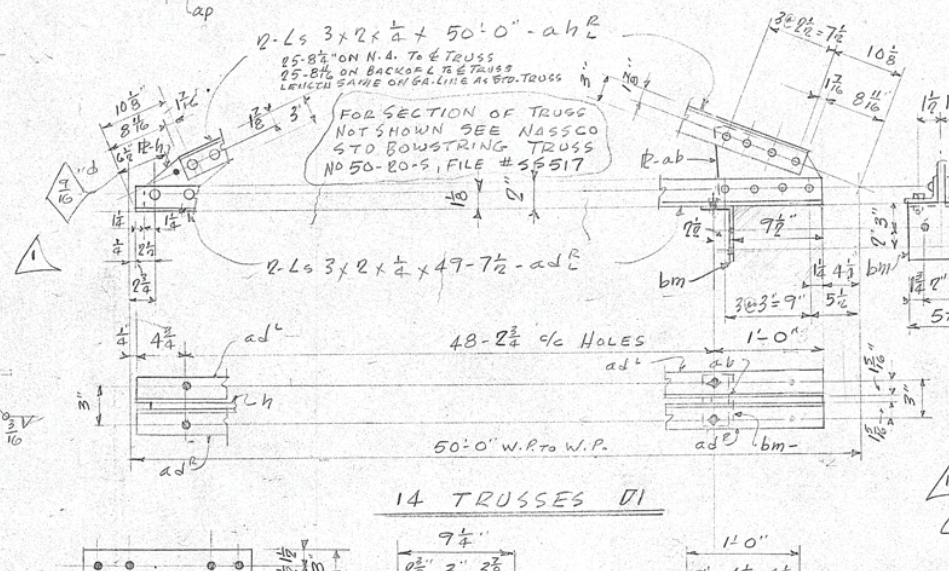
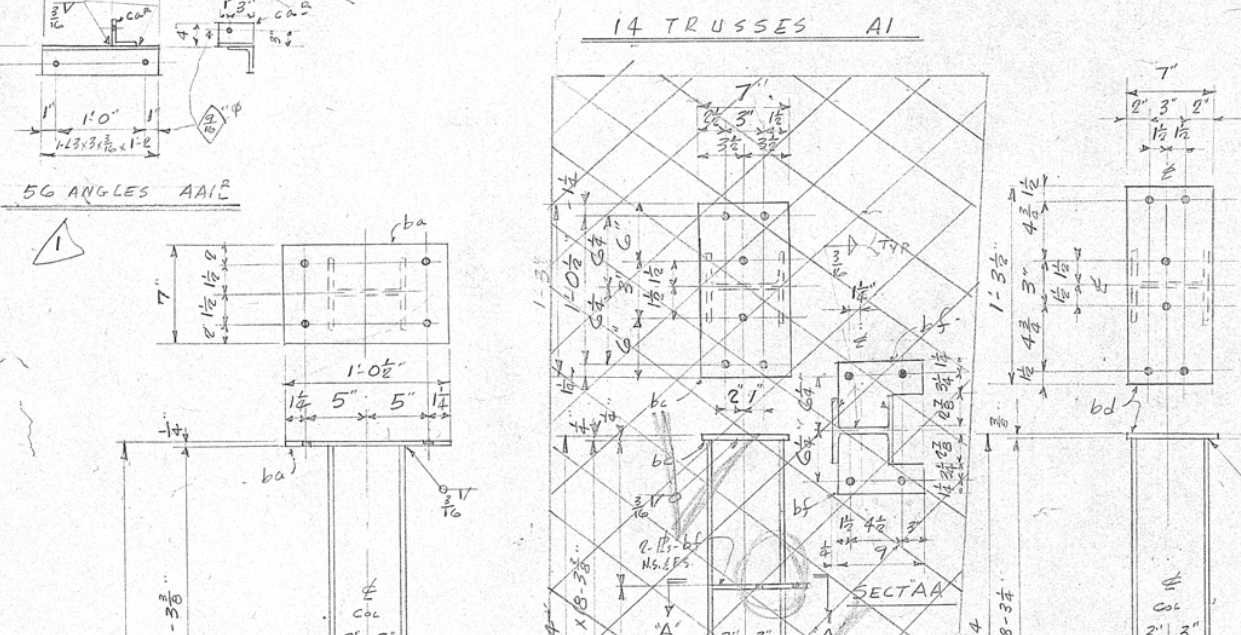
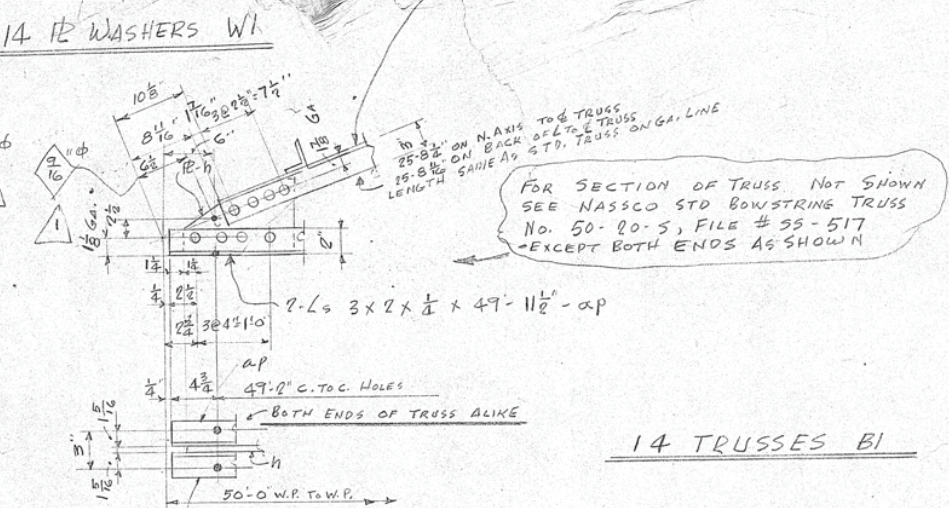
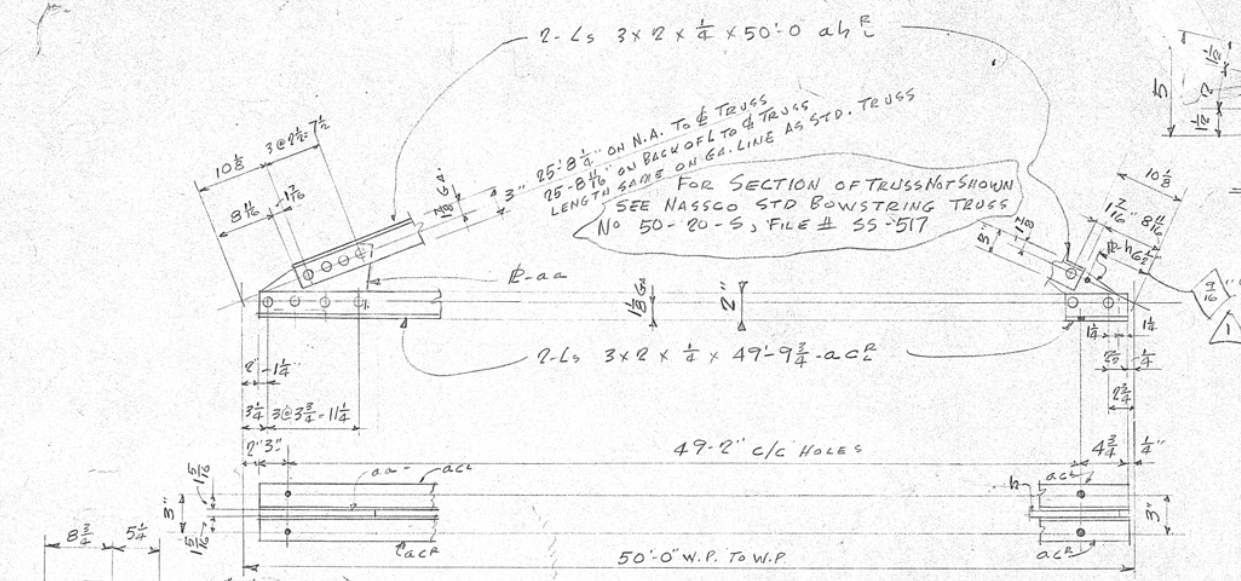
FILE NO. 3W

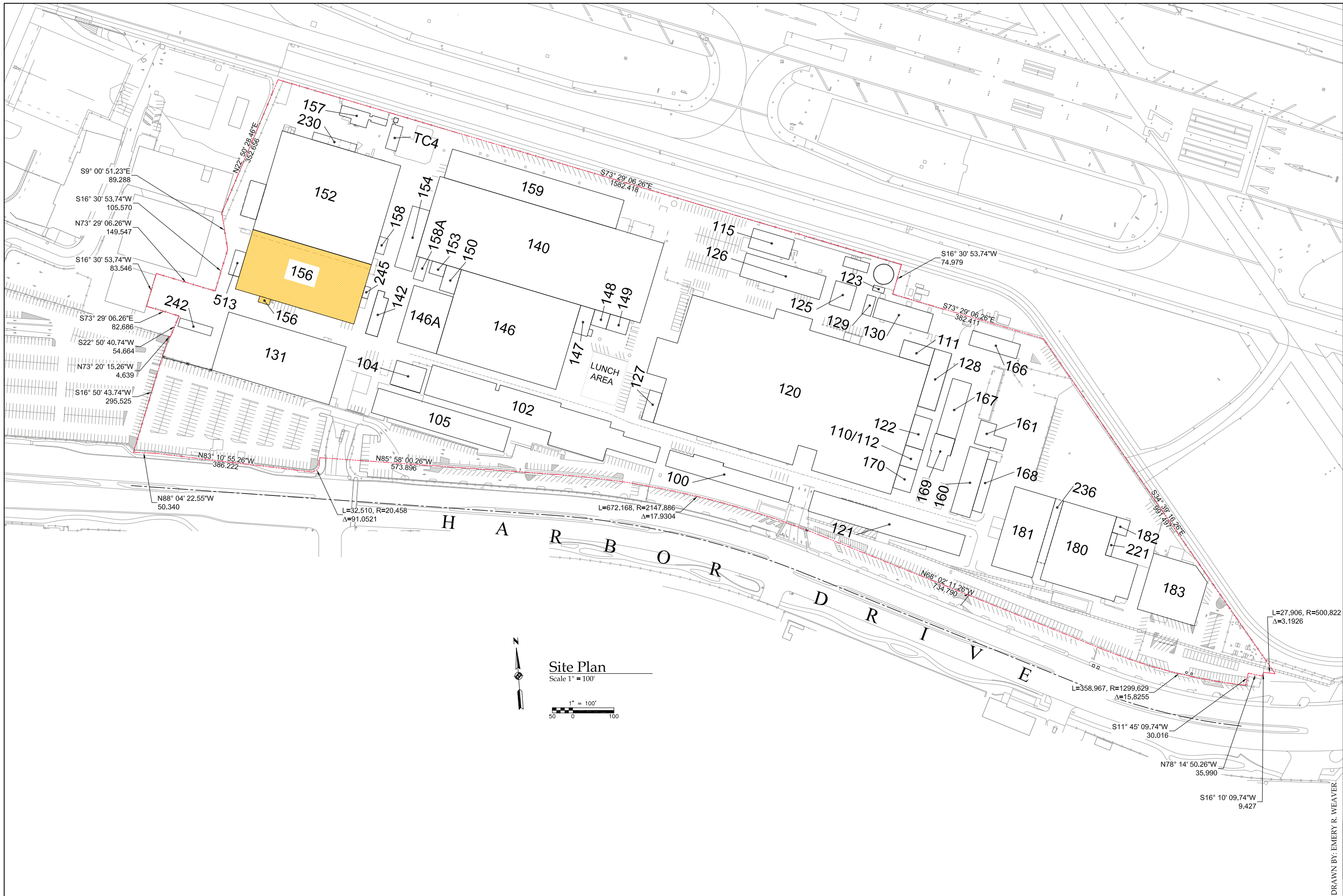
DETAILS

ARCHITECT: VERL DATE: 9-20-55 SHEET NO. 1 OF 1

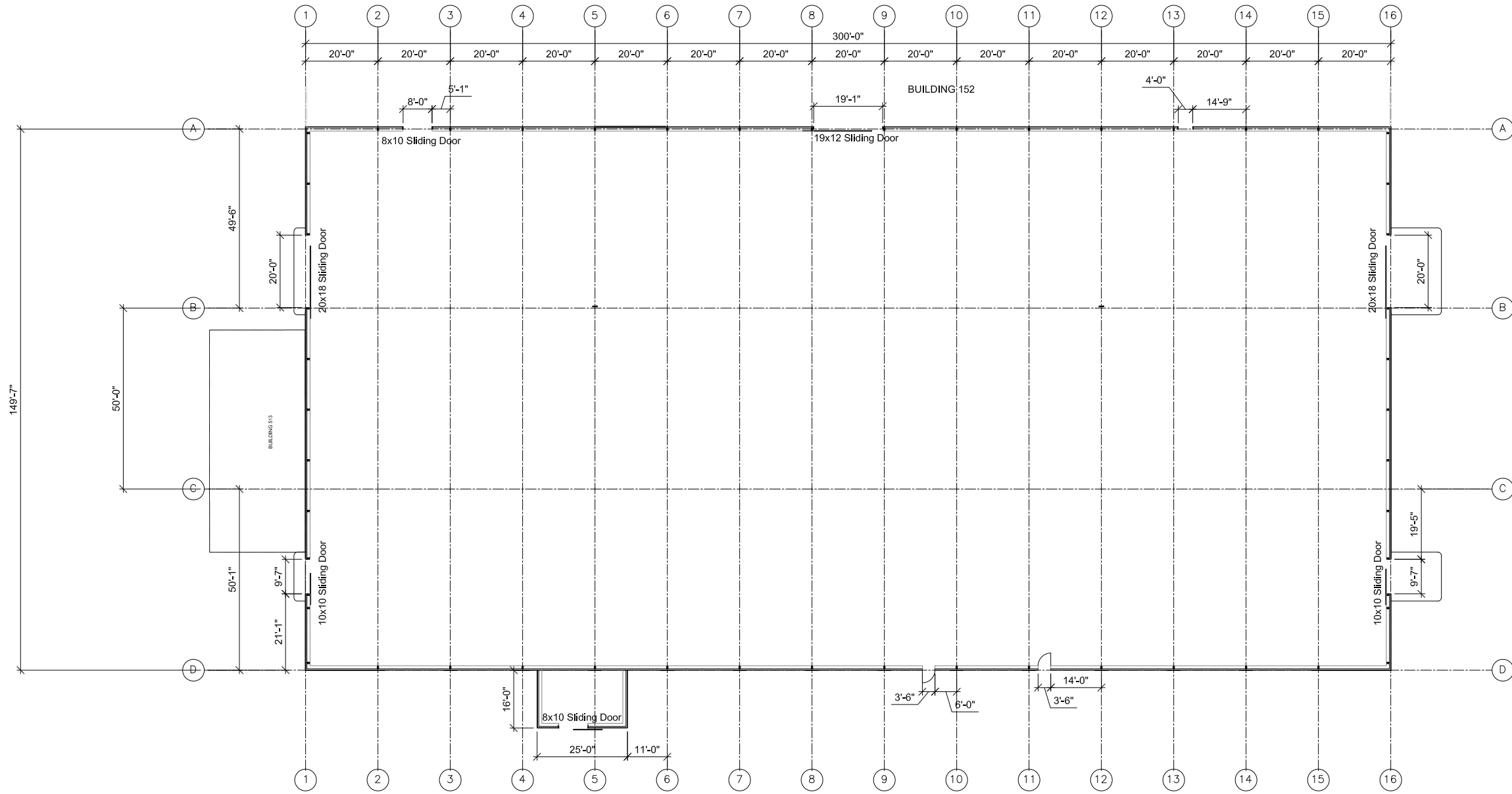
CHECKED BY: VERL DATE: 9-21-55 JOB NO. 6177

APPROVED BY: VERL DATE: 9-21-55 FILE NO. 3W





Library of Congress Index Number	HISTORIC AMERICAN BUILDINGS SURVEY	SURVEY NO.	SHEET 1 OF 4 SHEETS
NAME AND LOCATION OF STRUCTURE		SAN DIEGO COUNTY	
BUILDING 156 - WAREHOUSE		SAN DIEGO, CALIFORNIA	
DRAWN BY: EMERY R. WEAVER		2701 N. HARBOR DRIVE	
RYAN AERONAUTICAL COMPANY HISTORIC DISTRICT JANUARY 2010			



Floor Plan

Scale 1/16" = 1'-0"

NAME AND LOCATION OF STRUCTURE

BUILDING 156 - WAREHOUSE

SAN DIEGO, CALIFORNIA

2701 N. HARBOR DRIVE

SAN DIEGO COUNTY

DRAWN BY: EMERY R. WEAVER

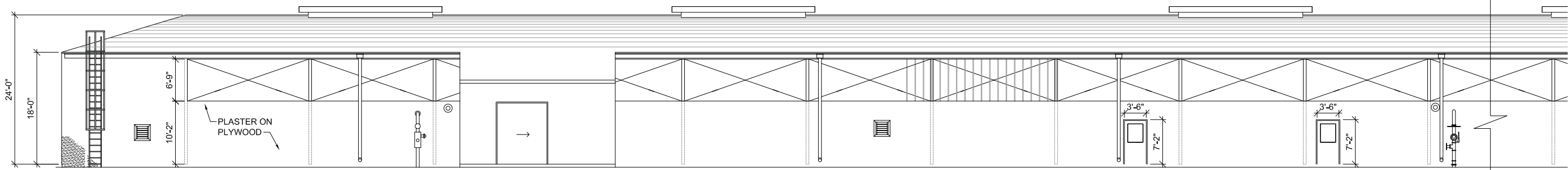
RYAN AERONAUTICAL COMPANY
HISTORIC DISTRICT
JANUARY 2010

SURVEY NO.

HISTORIC AMERICAN
BUILDINGS SURVEY

Library of Congress
Index Number

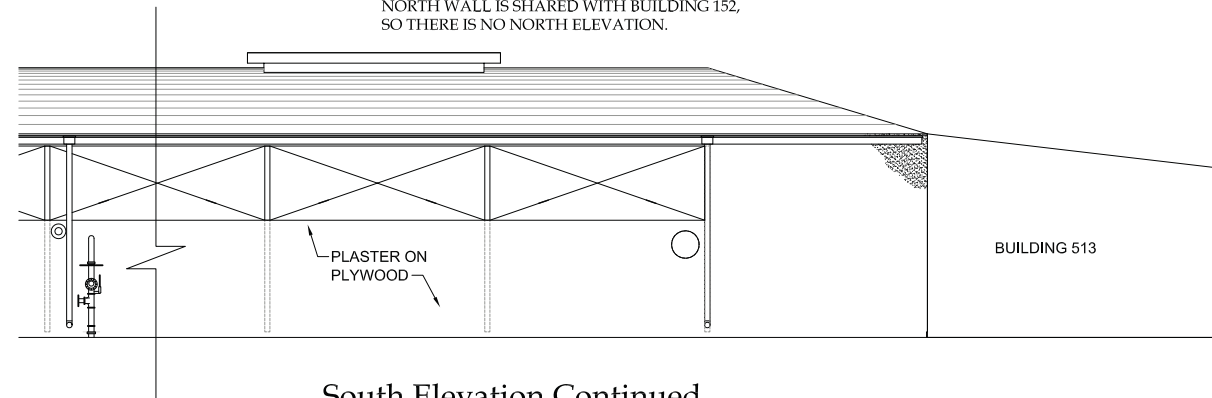
SHEET 2 OF
4 SHEETS



South Elevation

Scale 1/8" = 1'-0"

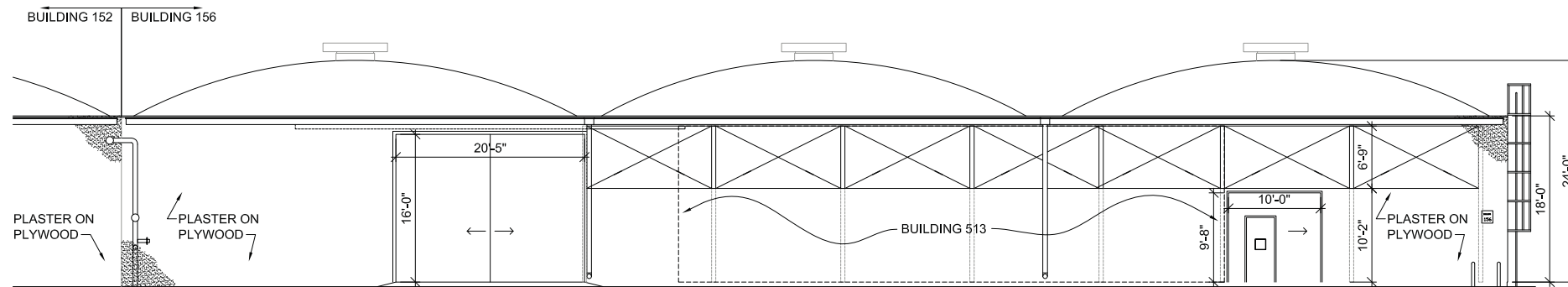
NOTE:
NORTH WALL IS SHARED WITH BUILDING 152,
SO THERE IS NO NORTH ELEVATION.



South Elevation Continued

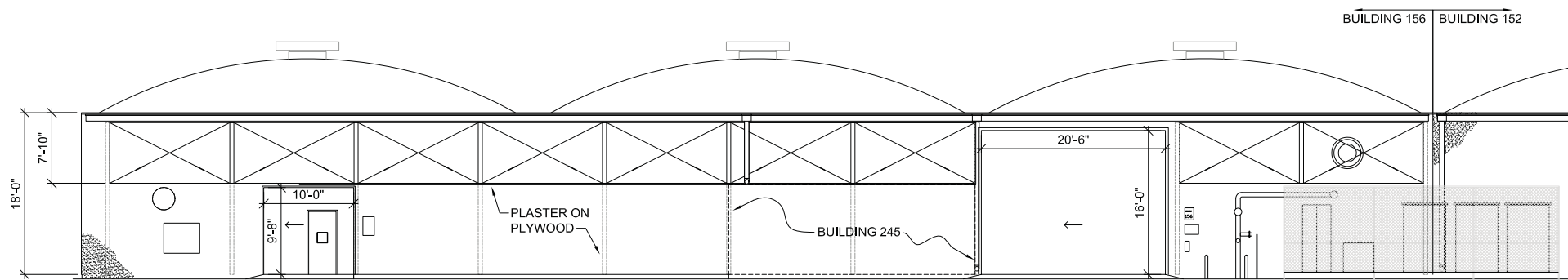
Scale 1/8" = 1'-0"

NOTE:
NORTH WALL IS SHARED WITH BUILDING 152,
SO THERE IS NO NORTH ELEVATION.



West Elevation

Scale 1/8" = 1'-0"



East Elevation

Scale 1/8" = 1'-0"

NAME AND LOCATION OF STRUCTURE

BUILDING 156 - WAREHOUSE

SAN DIEGO, CALIFORNIA

2701 N. HARBOR DRIVE

HISTORIC AMERICAN
BUILDINGS SURVEY

SURVEY NO.

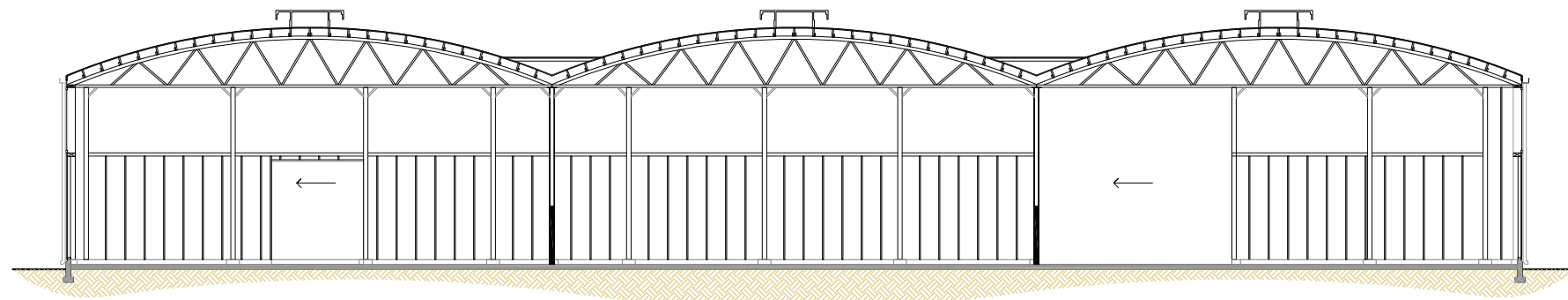
SHEET 3 OF
4 SHEETS

Library of Congress
Index Number

SAN DIEGO COUNTY

DRAWN BY: EMERY R. WEAVER

RYAN AERONAUTICAL COMPANY
HISTORIC DISTRICT
JANUARY 2010



Section
 Scale 1/8" = 1'-0"

DRAWN BY: EMERY R. WEAVER

RYAN AERONAUTICAL COMPANY
 HISTORIC DISTRICT
 JANUARY 2010

NAME AND LOCATION OF STRUCTURE

BUILDING 156 - WAREHOUSE

SAN DIEGO, CALIFORNIA

2701 N. HARBOR DRIVE

SAN DIEGO COUNTY

SURVEY NO.

SHEET 4 OF 4 SHEETS

HISTORIC AMERICAN BUILDINGS SURVEY

Library of Congress
 Index Number