
FINAL

**Building 236
Ancillary 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 236 - ANCILLARY 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 236 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 236 is a non-contributing resource to the Ryan Aeronautical Company Historic District.</p>

Historian: Jessica Feldman

PART I. HISTORICAL INFORMATION

A. Physical History:

- 1. Date of erection: pre- 1956
- 2. Architect: Frank L. Hope and Associates

- 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 236 is a one-story rectangular-form building located between Buildings 180 and 181. The south elevation of the building is set back from the facades of Buildings 180 and 181 and has a shed roof and hanging door. Sheet-metal is the main building material along the south elevation. The north elevation has a flat roof, sliding door, and stucco coating (URS Corporation, 2009).
- 5. Alterations and additions: Several blueprints from 1962 show that Building 180 was to be remodeled on the interior. As a result, Building 236 appears to have been subject to interior partitioning. The plans show that the building was being used at that time for storage. If the interior partition walls were installed, they have since been removed.

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 236 is an industrial-style building located within an industrial facility. It lacks distinctive features and characteristics (URS Corporation, 2009). It is a one-story building with a long rectangular form and is situated between Buildings 180 and 181. It has a flat roof on the north end and a shed roof on the south end. The exterior north wall is stucco and the exterior south wall is sheet metal. There are sliding doors at each end of the building.
- 2. Condition of Building Material: Building 236 is in poor condition.

B. Description of Exterior:

- 1. Overall Dimensions: Building 236 is a one-story rectangular-form building that is located between Buildings 180 and 181 (URS Corporation, 2009).
- 2. Foundations: The foundation and flooring are poured concrete.
- 3. Walls: Building 236 shares the east wall with Building 180 and the west wall with Building 181. These interior east and west walls are corrugated sheet metal, with multi-pane steel framed windows. The north elevation is clad in stucco and the south elevation is clad plywood and sheet metal.
- 4. Structural System: The framing is wood post and truss.
- 5. Openings:
 - a. Doorways: Building 236 has a hanging door along the south elevation and a sliding door along the north elevation.
 - b. Windows: Building 236 has no windows.
- 6. Roof: The south elevation of Building 236 has a shed roof and the north elevation has a flat roof.

C. Description of Interior:

Floor Plans: Building 236 is a one-story rectangular-form building located between Buildings 180 and 181. Building 236 has an open plan (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 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.

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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.

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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)

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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 236 - Ancillary Building, North Elevation, San Diego, California, October 2009.



Building 236 - Ancillary Building, Northwest oblique, San Diego, California, October 2009.



Building 236 - Ancillary Building, Northeast oblique, San Diego, California, October 2009.



Building 236 - Ancillary Building, South Elevation, San Diego, California, October 2009.

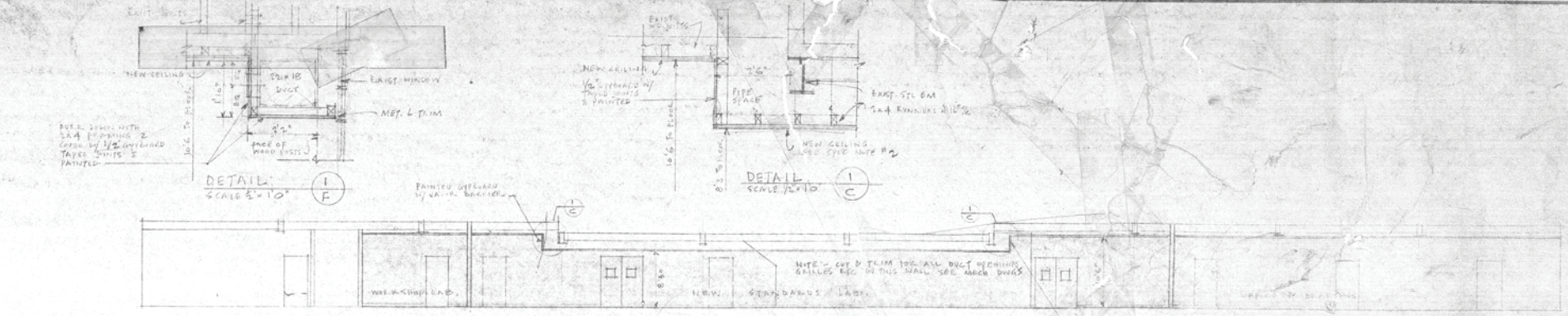


Building 236 - Ancillary Building, Interior Southwest Elevation, San Diego, California, October 2009.

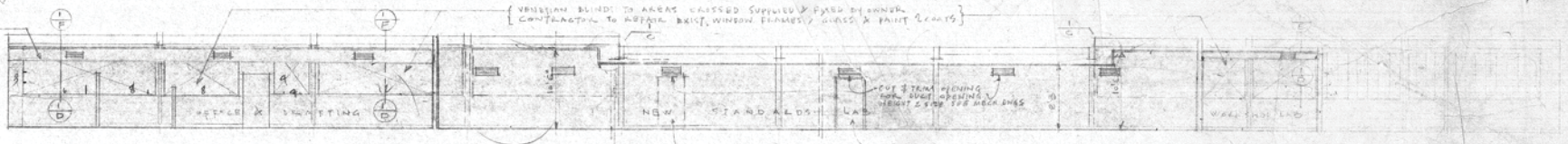


Building 236 - Ancillary Building, Interior, detail of framing/post, San Diego, California, October 2009.

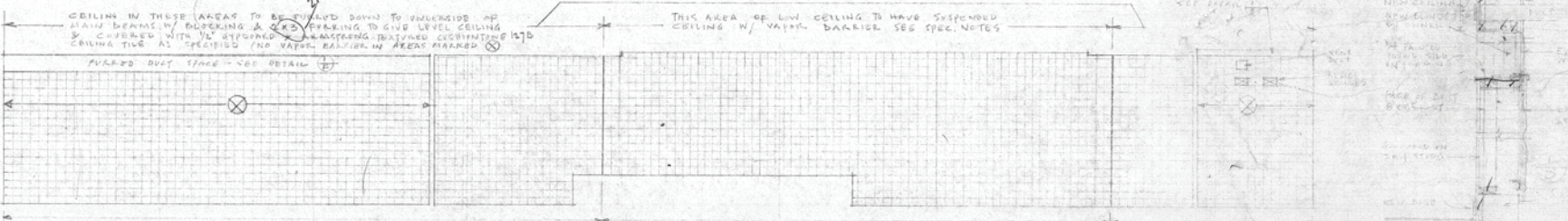
NOTES TO BUILDING CONTRACTORS, BUILDERS, ETC.
 1. ALL WORK TO BE DONE IN ACCORDANCE WITH THE SPECIFICATIONS AND DRAWINGS.
 2. ALL MATERIALS TO BE USED SHALL BE OF THE BEST QUALITY AND SHALL BE APPROVED BY THE ARCHITECT.
 3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE BUILDING CODES AND STANDARDS.
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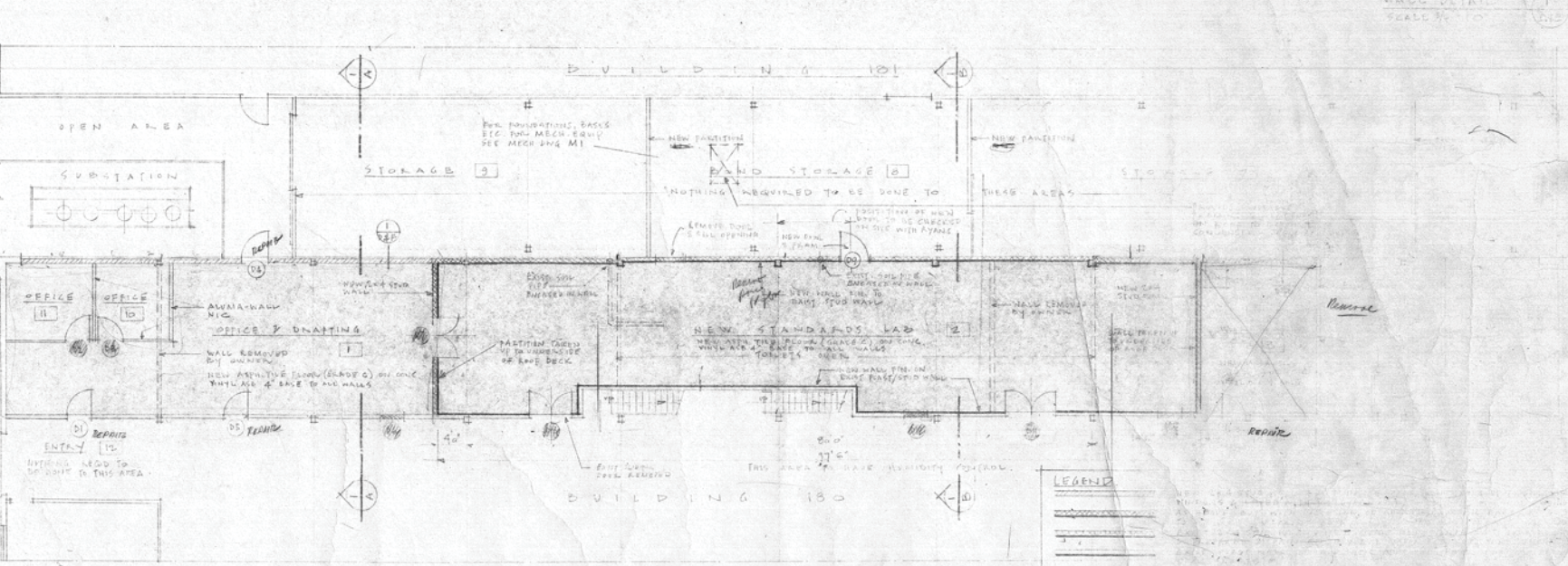
WALL ELEVATION LOOKING EAST



WALL ELEVATION LOOKING WEST



REFLECTED CEILING PLAN - SCALE 1/8" = 1'-0"

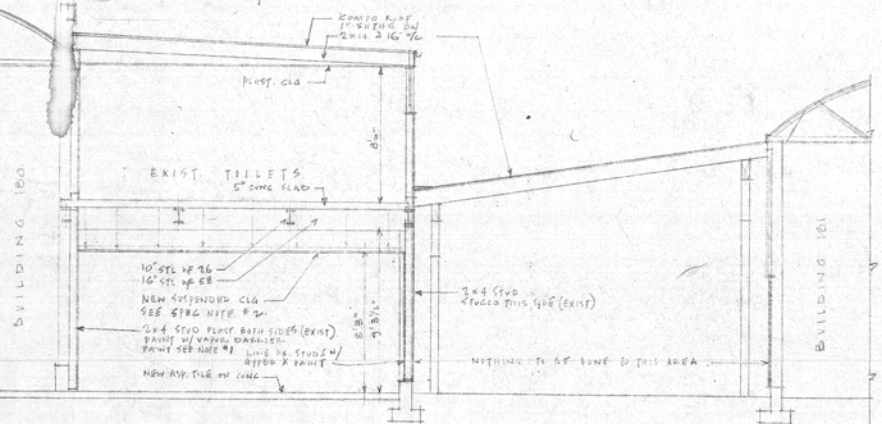


FIRST FLOOR PLAN - SCALE 1/8" = 1'-0"



FRANK L. HOPE & ASSOCIATES
 ARCHITECTS AND ENGINEERS

CROSS SECTION A-A
 SCALE 1/4" = 1'-0"



CROSS SECTION B-B
 SCALE 1/4" = 1'-0"

DOOR SCHEDULE		HARDWARE	
Door #07 pair	pr.	Butts	TA 2714 AP
Door #03 pair	ea.	Lockset	640 S/B
Door #01 pair	ea.	Flush ext. bolt	298
Each pair	2	Closer	500 M-3
	1	Weatherstrip	#53J
	2	Door bottom	#36
	1	Astragal	#51M
Door #09	pr.	Butts	TA 2714 AP
Each door	1 1/2	Lockset	640 S/B
	1	Closer	500 M-3
	1	Weatherstrip	#53J
	1	Door bottom	#36

NOTE #1 Vapor Barrier Wall Finish in Lab #2
 Existing walls to be washed with trisodium phosphate dilute solution (one pound to 1 1/2 gal. of warm water) and thoroughly rinsed. Prime any metal with "Coro Check". Apply to all surfaces of new and existing walls, two coats of "Tyseal" followed by two of "Laminar X-500 Gloss Standard". Finish coats shall have a total thickness of three mils. All of the above products are manufactured by Magna Coating and Chemical Corporation, and distributed locally by Frazee Company.

NOTE #2 Ceiling Construction in Lab #2
 Support 2 x 4 runners from joists above by #8 wires using Duo-Flex metal hangers. Space runners 16 inches o.c. and wire hangers 48 inches o.c. along each runner. Staple Norvairal P. E. T. polyethylene plastic film membrane, six mils thick to underside of 2 x 4 runners making one continuous film. Secure film to all walls with tape or adhesive. Apply 1/2" V-joint gypsum board to underside of the plastic film nailing securely to 2 x 4 runners with 6" cement-coated nails at 6 inches o.c.. Secure Armstrong Textured Cushiontone 127-B, 12 inches square wood fiber tile or equal by adhesive.

REVISION	BY	DATE	DESCRIPTION
1	FLH	1-1-64	PLANS FOR CONSTRUCTION
2	FLH	1-15-64	ADD DOOR SCHEDULE
3	FLH	1-22-64	ADD HARDWARE SCHEDULE
4	FLH	2-5-64	ADD CEILING SCHEDULE
5	FLH	2-12-64	ADD FLOOR SCHEDULE
6	FLH	2-19-64	ADD WALL SCHEDULE
7	FLH	2-26-64	ADD ROOF SCHEDULE
8	FLH	3-5-64	ADD MECHANICAL SCHEDULE
9	FLH	3-12-64	ADD ELECTRICAL SCHEDULE
10	FLH	3-19-64	ADD FINISH SCHEDULE

LEGEND

1. NEW

2. EXIST.

3. REMOVE

4. REPAIR

5. PAINT

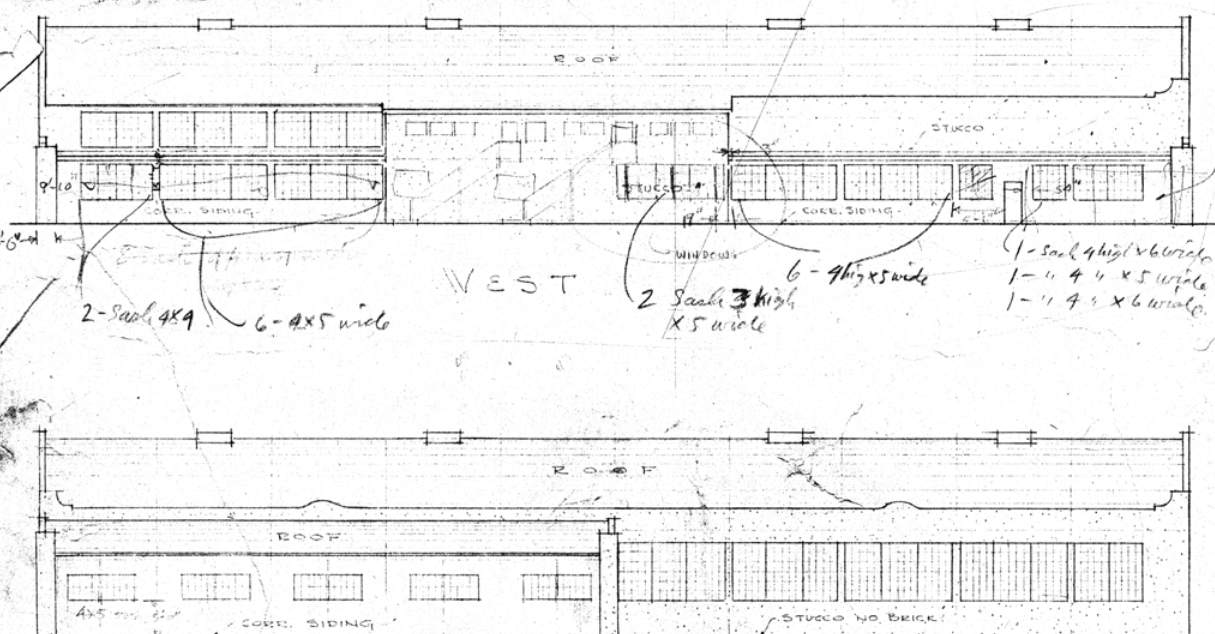
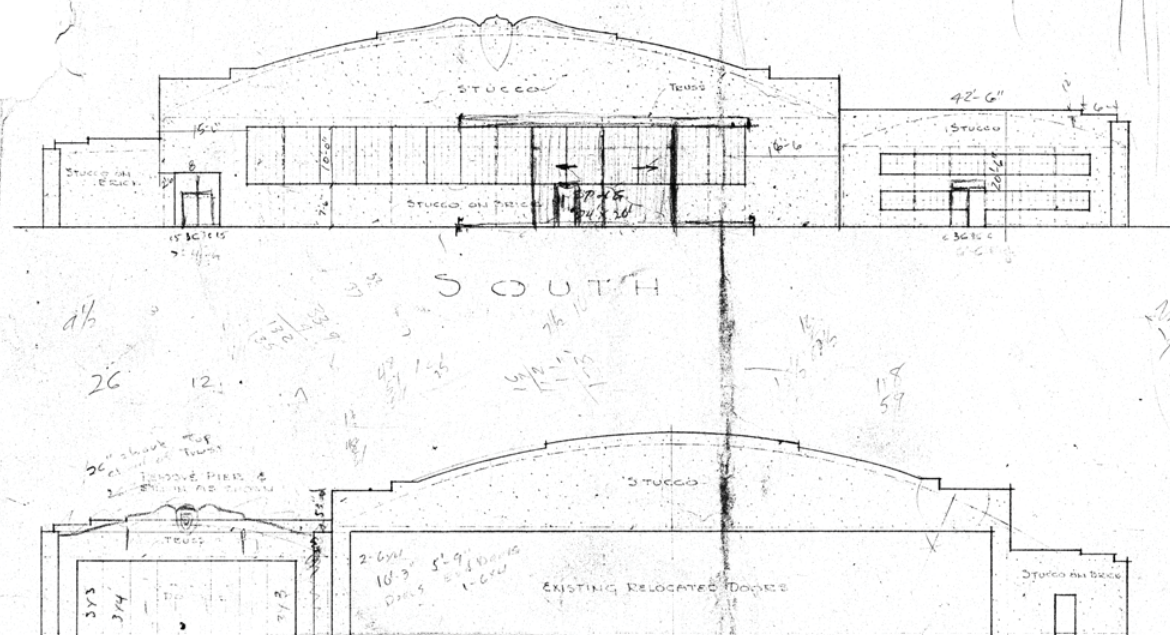
6. STAIN

7. GLASS

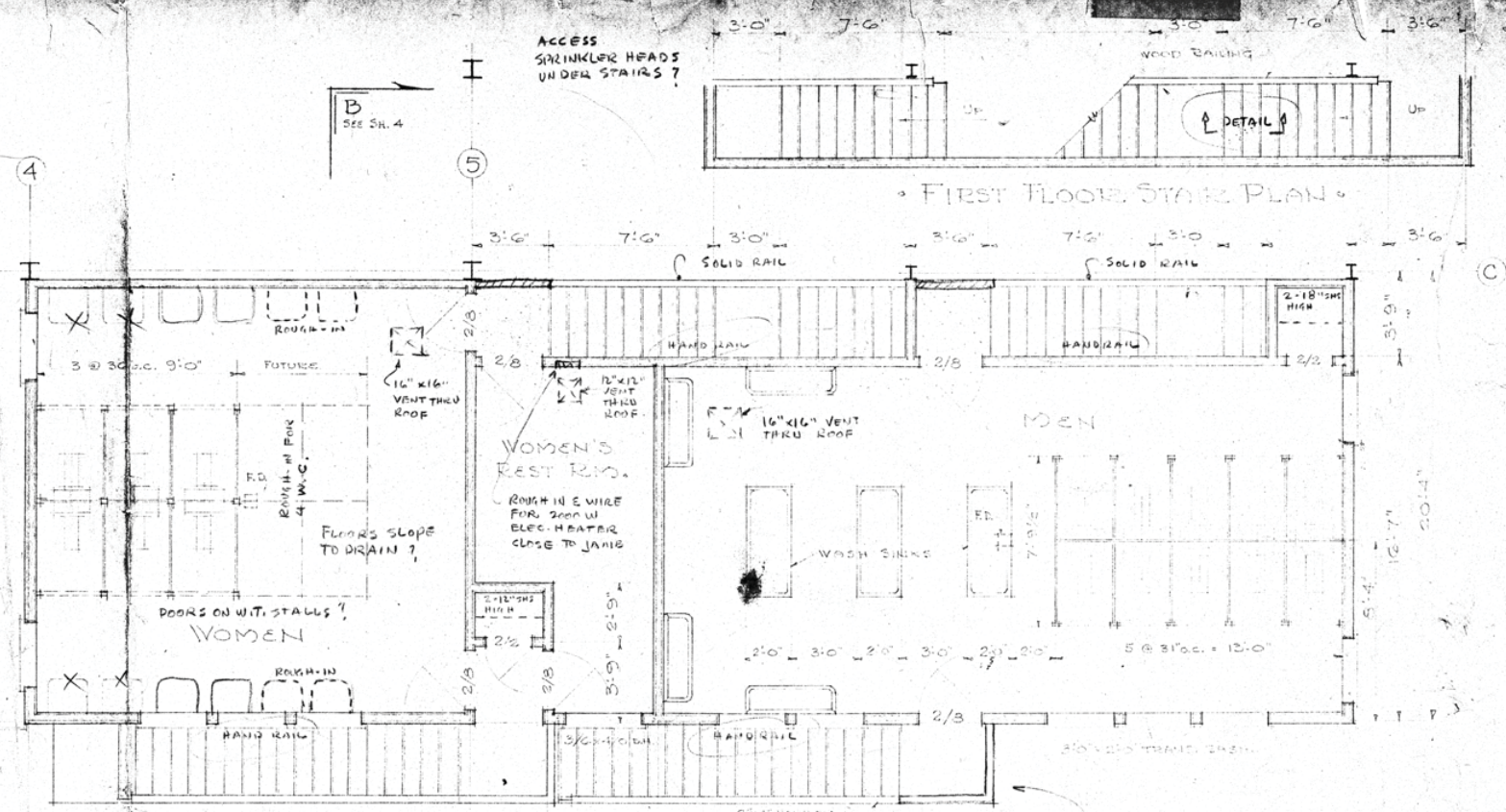
8. METAL

9. WOOD

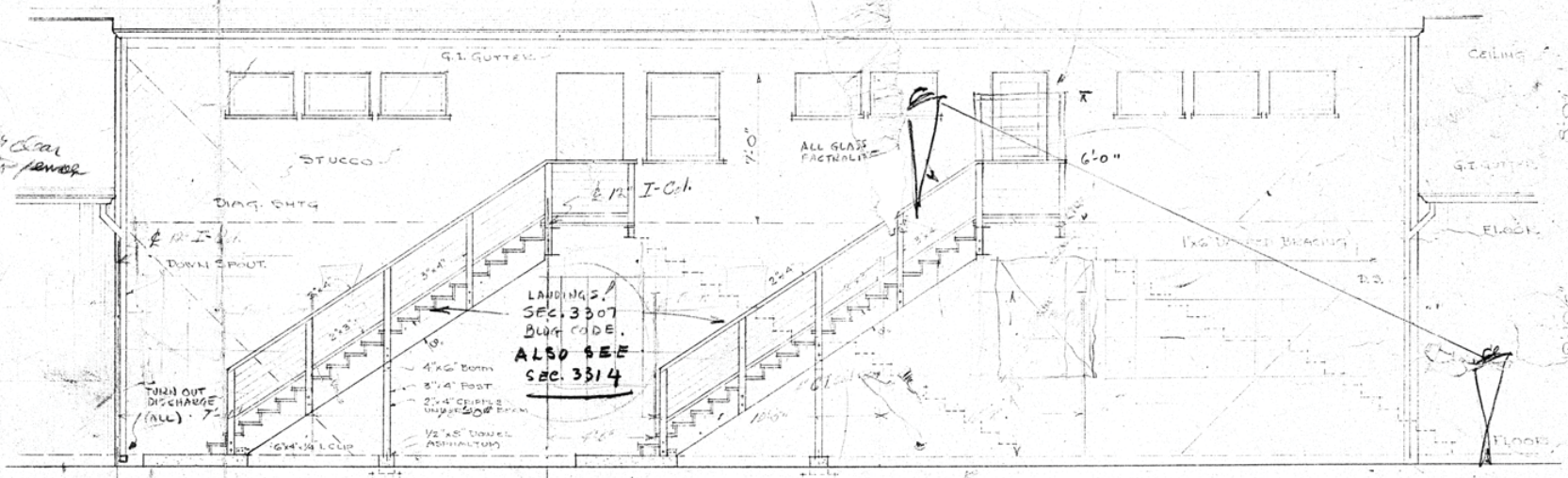
10. OTHER



EAST
ELEVATIONS • SS 1/16" • 1'-0"



2ND FLOOR TOILET PLAN • SS 1/4" • 1'-0"



PART WEST ELEVATION • SS 1/4" • 1'-0"

180			
DATE	FILE	WORKSHEET	NO. 10
CONSOLIDATED VULTEX AIRCRAFT CORPORATION			
PLANT ENGINEERING DEPT. SAN DIEGO DIVISION			
2ND FLOOR TOILET PLAN			
RELOCATION OF BLDG. 23			
REVISION	LAND	NOTED	DATE
1	1	1	1
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50	50	50	50

SHEET 5

47-9864

