

Naval Air Station Dallas,
Maintenance Hangar
(Naval Air Station Dallas,
Building 20)
Enterprise Drive
Dallas
Dallas County
Texas

HABS No. TX-3408-E

PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA
MEASURED DRAWINGS

Historic American Buildings Survey
National Park Service
Southwest System Support Office
Department of the Interior
Santa Fe, New Mexico

HISTORIC AMERICAN BUILDINGS SURVEY
NAVAL AIR STATION DALLAS,
MAINTENANCE HANGAR
(NAVAL AIR STATION DALLAS, BUILDING 20)

HABS No. TX-3408-E

Location: Enterprise Drive
Dallas
Dallas County
Texas

U.S.G.S. Duncanville Quadrangle (7.5)
Universal Transverse Mercator Coordinates:
14.69160.3623980

Present Owner: United States of America
c/o Commander, Naval Reserve Force
4400 Dauphine Street
New Orleans, Louisiana 70146-5000
Upon closure of the base this building, which is owned by the Navy but is on land leased from the City of Dallas, will revert to the ownership of the City of Dallas

Present Occupant: Naval Air Station Operations

Present Use: Operations hangar and administrative offices

Statement of Significance: The Maintenance Hangar is significant for its closely associated role in the World War II mission of the Naval Air Station (NAS), which focused on pilot training, repair and overhaul of training aircraft engines, and the delivery and inspection of military planes manufactured for the Navy by private industry. The design and layout of the hangar provide information about the Navy's aircraft maintenance facilities during World War II in what was then a new area of Naval operations. Built in 1941 to provide space for the maintenance of Naval aircraft, the Maintenance Hangar currently serves as the operations hangar. Undertaken in support of the base's growing pilot training mission, the hangar was the second building constructed at NAS Dallas and the first hangar to be built. It contributed to the expanding role that aviation played in Naval operations as World War II progressed. Moreover, it is a tangible link to the Navy's presence in the Dallas-Grand Prairie area and is representative of the important role NAS Dallas played in local history. Originally designed by Robert and Company, Architects and Engineers, Atlanta, Georgia, and Corpus Christi, Texas, additions and modifications were planned in 1943 by Moore, Cooper, White & Moore, Architects and Engineers, Houston, Texas, with

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E. S. White serving as the project architect and Lt. Commander W. M. Powell, CEC, USNR, in charge of construction. Built at the same time as installations at Naval Auxiliary Air Station (NAAS) Chase Field (Beeville), Texas, and NAAS Kingsville, the Maintenance Hangar utilizes design principles of the Bauhaus movement. Its volumetric massing and rectilinear form are similar to those used in the design of the Assembly and Repair Hangar (Building 21). These features set it apart from surviving hangars at Beeville and Kingsville. It is a distinctive example of World War II military architecture and illustrates one type of building the Navy specified. Despite significant alterations to the wings, it retains its massing, form, and ability to convey a sense of time and place.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date(s) of erection: Plans approved January 3, 1941. The exact date that construction began is unknown.
2. Architect: Robert and Company, Inc., Architects and Engineers, Atlanta, Georgia, and Corpus Christi, Texas. Howarth served as project architect.
3. Original and subsequent owners: United States of America, Department of the Navy.
4. Builder, contractor, suppliers: Commander L. N. Moeller, CEC, USN, was the officer in charge of construction. General contractors were Henger Construction Company (location unknown).
5. Original plans and construction: Reproductions of an incomplete set of plans for the building are available at the Public Works Department, NAS Dallas. The building was constructed from standardized plans developed by the Department of the Navy, Bureau of Yards and Docks (Y&D drawing Nos. 148-560, 148-564, and 144-942).
6. Alterations and additions: According to a May 1946 article in the *Dallas Times Herald*, during the immediate post-World War II period, when reorganization of the base from a Naval facility to a Naval Reserve Aviation Base (NRAB) was underway, alterations of an unspecified nature were made to the hangar. In 1971 alterations and repairs to the interior and exterior included

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piercing the facade for new doors, removing the transoms over the original doors, and installing taller doors in the enlarged openings. Other minor interior and exterior repairs were made at this time. The south wing was extended to the south in 1978, doubling its original size. Exterior walls of the south wing were finished with brick veneer, which resulted in the covering or removing of all the windows on the original south elevation wall. Original, steel-frame industrial-type windows that survived in the Operations Building portion of the north wing were replaced in 1980 with aluminum-frame windows. Other alterations made at an unknown date include the painting of glazing in fixed-pane window panels. In other such windows the panes have been replaced with corrugated fiberglass. Still others have been replaced with aluminum horizontal-slat vents. Originally the observation tower had sliding sash windows. These were replaced at an unknown time with aluminum-frame, 1/1 metal-frame windows. Despite the alterations to the building, it retains its basic massing and form, and conveys a sense of time and place.

B. Historical Context:

As the world edged toward war in the late 1930s, the Roosevelt administration and the U.S. Congress became increasingly aware of the need to prepare for possible involvement in armed conflict and embarked on a massive building program to strengthen the nation's defense and military preparedness. With the passage of the National Defense Act of 1940, Congress appropriated funds to construct many new military installations, including three NRABs in New Orleans, Atlanta, and Dallas. Construction at NRAB Dallas began in the winter of 1940-41. NRAB Dallas was originally intended to function as a primary flight training facility that would send cadets on to NAS Pensacola for more advanced intermediate flight training. NRAB Dallas would also train ground crews to maintain aircraft used in primary flight training. Later in 1941, NRAB Dallas became a Navy acceptance depot for aircraft produced by North American Aviation, Inc. in Grand Prairie. Personnel at NRAB Dallas were responsible for sending approved aircraft to various destinations throughout the country.¹

The Maintenance Hangar was the second building to be completed during the initial phase of construction at NRAB Dallas. Identical to hangars built in New Orleans and Atlanta, the Maintenance Hangar was designed by the Atlanta-based firm, Robert and Company.² The firm also designed buildings at other contemporaneous Naval bases in Texas, including NAS Corpus Christi, NAAS Kingsville, and NAAS Chase Field in Beeville. Construction of the hangar began soon after the Department of the Navy's Bureau of Yards and Docks officially

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approved the drawings on January 3, 1941.³ The completion date is not known; however, the building, like most others at the base, remained unfinished when NRAB Dallas was commissioned on May 15, 1941.

The Maintenance Hangar was pivotal to the successful operation of the base. As one of the few buildings in existence at NRAB Dallas in 1941, the hangar and its adjoining three-story observation tower were used by ground support crews to service and repair aircraft used by primary flight training pilots. The Maintenance Hangar featured an expansive open plan, providing sufficient room for sheltering and servicing aircraft. As one of the first buildings at the base, the hangar was used for purposes other than aircraft maintenance. Administrative offices were located in the hangar in 1941, including the Central Office, which administered the construction activities of the base, which had offices on the top-side deck.⁴ Later, in May 1942, the Base Engineering Department operated from the Maintenance Hangar.

After the Japanese attack on Pearl Harbor, the United States further expanded its domestic military construction program. Among the many projects funded by Congress for fiscal year 1942 was the \$3.9 million expansion program for NRAB Dallas. Buildings erected in 1942 included the Gatehouse and the Recreation Building. The Maintenance Hangar and the Assembly and Repair Hangar (Building 21), also built in 1941, remained the only hangars at the base. The Maintenance Hangar had an expanded role after NRAB Dallas was designated as an NAS on January 1, 1943. In addition to maintaining planes for primary flight training and performing acceptance depot duties in the hangar, the Maintenance Hangar became a focal point for many new activities at the station. In 1943, NAS Dallas offered flight instructor training courses for new students and former civilian pilots. Later in 1944, as stateside mobilization began to slow down, NAS Dallas became a storage facility for several types of aircraft. In 1945, the station also became a center for overhaul of R-985 aircraft engines. By the end of the war, NAS Dallas was training 97 cadets per month in primary flight training course and, 36 in aviation refresher courses as well as overhauling 300 engines per month. Personnel employed at the Maintenance Hangar were assigned to many of these jobs and the hangar itself is believed to have been the site for most of the aircraft maintenance and storage and engine overhaul that occurred at the base during World War II.⁵

In 1946, NAS Dallas became one of three regional headquarters for the Naval Air Transport Service (NATS). NATS, an operation that ferried planes to various destinations, transported 17,000 planes across the continental United States before

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the end of the war, with NAS Dallas bearing a proportionate amount of the burden. The Maintenance Hangar was the headquarters for this activity at NAS Dallas.

Although the kinds of planes serviced at NAS Dallas have changed dramatically since World War II, the primary function of the Maintenance Hangar, to maintain aircraft used at NAS Dallas, has remained the same. The building remains much as it was during World War II, with some exterior changes. It is currently valued at \$9 million.⁷ It is a tangible link to the history of operations at NAS Dallas. When the station closes in 1998, as the recommendations of the Defense BRAC Commission, this building will revert to the ownership of the City of Dallas, the entity that owns the land on which the building is located.

Notes

1. *Dallas Times Herald*, 15 May 1941, n.p.
2. U.S. Department of the Navy, U.S. Bureau of Yards and Docks, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946*, 2 vols., Washington: U.S. Government Printing Office, 1947, vol. 1. p. 233.
3. Bureau of Yards and Docks Drawing Nos. 148-560, 148-564, and 144-942, Plans and Drawings, 1945-1995, Public Works Department, NAS Dallas, Texas.
4. Emme, Eugene M., Lt. (jg.), USNR, "A History of the Naval Air Station, Dallas, Texas," 15 October 1944. Typescript on file at the Dallas Public Library, Archives Floor, p. 8.
5. *Sky Ranger*, 5 September 1945, n.p.
6. *Dallas Times Herald*, 12 December 1945, n.p.
7. Department of the Navy, "Draft Environmental Impact Statement: Disposal and Reuse of Naval Air Station Dallas," April 1995.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Maintenance Hangar is meritorious for its utilitarian form, which is reflective of the theories of functionality associated with the design concepts of the Bauhaus.
2. Condition of fabric: The building is in fair condition, with a large portion of its historic fabric intact.

B. Description of Exterior:

1. Overall dimensions: The Maintenance Hangar measures 387 feet long, 209 feet wide, and 42 feet high. It encompasses 79,596 square feet, and is a large, open-plan hangar with two-story office wings on the north and south sides. Attached to the northwest corner of the hangar is the three-story observation tower. Abutting the tower is the eight-bay north wing, which includes the five-bay two-story Operations Building at the northwest corner. A small extension is attached to the north side of the Operations Building.
2. Foundation: The building rests on a concrete-slab foundation.
3. Walls: Hangar walls are constructed of terra-cotta block and red brick. The clerestory has corrugated asbestos siding. The observation tower, Operations Building, the north wing, and the south wing are finished with five-course, common-bond brick with brick buttresses.
4. Structural system, framing: The hangar utilizes a steel frame with terra-cotta block. The hangar wings and the Operations Building appear to incorporate wood-frame and masonry construction. The roof is supported by an open-truss, steel-framing system, both of which are visible from the interior of the hangar.
5. Porches, stoops, balconies, bulkheads: A corrugated metal awning shelters the entrance to the Operations Building, and a metal covered walkway leads to the flightline.
6. Chimneys: None.

7. Openings:

a. Doorways and doors: The east and west ends of the hanger open to almost full width via 20 original, 40-panel steel-and-glass doors providing access to the flightline on the west and apron areas on the east. Within each of the 40 panels are 16-light, fixed-pane, industrial-type windows. The doors are opened manually and stored in steel frames, known as "panel stacking racks," located on each side of the bay. The stacking racks have corrugated-asbestos tops. On the east elevation of the south wing are double metal doors and a metal roll-up door. The south elevation of the south wing has double metal doors with single, fixed-pane lights, a single metal door, and a metal overhead door. The north wing has aluminum-frame doors and two metal doors with one light in each. Doors in the observation tower are metal with metal knobs. Doors in the Operations Building are varied. The east and west elevations have metal-and-glass storefront-type doors, and the north elevation has a metal door with a single fixed-pane light. The north side extension to the Operations Building has double metal doors with single fixed-pane lights. Only the large hangar doors appear to be original.

b. Windows and shutters: The interior of the hangar is illuminated by a clerestory with original, steel-frame fixed-pane lights. In addition, two, large, original skylights project from the center of the hangar roof. Their original steel-frame, fixed-pane lights bring additional illumination into the hangar. Four, original, steel-frame, fixed-pane windows of varying sizes are found on the base of west elevation of the observation tower. They are topped with segmental brick arches. The top level of the observation tower has eight, replacement sliding-metal-frame windows on the west elevation, six similar windows on the north and south elevations, and two on the east elevation. The south wing has been extended to the south and the exterior finished with brick veneer. No windows pierce this portion of the building. The two-story, eight-bay north wing has original, steel-frame industrial windows with inset awning windows on the north elevation. A six-light, replacement aluminum-frame window is located on the east elevation of this wing. The west elevation of the Operations Building portion of the north wing has five bays with four, replacement aluminum-frame, single-hung metal-sash windows with concrete sills on each story.

8. Roof:

- a. Shape, covering: The hangar roof is flat and has a built-up tar and gravel surface. Two sawtooth-like skylights project from the center of the hangar roof. The roof of the observation tower is flat and covered with a single-ply membrane. A pipe rail balustrade is located atop the roof. Flat, built-up tar and gravel roofs shelter the wings and the Operations Building.
- b. Cornice, eaves: The north wing, south wing, and the Operations Building have metal gutters and downspouts. A cast-iron downspout base is located on the north side.
- c. Dormers, cupolas, towers: The Maintenance Hangar includes one three-story tower that is incorporated into the design of the west elevation. It serves as an observation deck, and originally served as a control tower. Integral to the main body of the hangar, it rises slightly above the hangar roof. Its flat roof is finished with a pipe rail balustrade. An exterior catwalk accessed through a door on the north elevation has a pipe rail balustrade and is located just below the banks of windows at the top of the tower. The catwalk encircles the tower and is connected to a pipe rail ladder at the rear of the tower, which provides exterior access to the roof. The base of the tower is finished with brick veneer, and the upper portion has a corrugated-metal surface. A large floodlight assembly rises from the roof of the tower and radar equipment is found on the roof.

C. Description of Interior:

1. Floor plans:

- a. Basement: A small basement is located beneath the north wing and contains such nonhistoric equipment as an air compressor for heating, a condensed steam pump, a hot water tank, and pumps for both hot and chilled water.
- b. First floor: The hanger has an open floor plan that rises the full height of the building. The north and south wings have an east-west hallway with offices on either side. The Operations Building has a lobby on the northwest side and a north-south hallway with offices on either side.

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c. Second floor: The north and south wings have an east-west hallway with offices on either side. The Operations Building has a north-south hallway with offices on either side.

d. Third floor: The top floor of the observation deck is a single open room used to observe flightline operations.

2. Stairways: There are four conventional stairways in the hangar; each wing has two each. Staircases have steel stringers and checker plates with steel handrails. A steel spiral staircase supported by a steel pole between the second and third floors provides access to the observation tower.

3. Flooring: The hangar has a concrete floor. The Operations Building is carpeted except for the flight plan room and some of the hallways, which have linoleum flooring. The north and south wings have concrete and linoleum floors. The observation tower has linoleum floors. The basement has a concrete-slab floor.

4. Walls and ceiling finishes: The basement has both poured-concrete and five-course, common-bond brick walls. The hangar has a wood ceiling and terra-cotta block walls. Office walls in the Operations Building are finished with wood paneling while hallways have masonry walls. Ceilings are dropped with particle board panels suspended in metal frames. Some of the second-floor offices have been subdivided with sheetrock walls. The north wing and the south wing have terra-cotta block, concrete-block, and sheetrock walls. Some office walls in the north wing have been paneled. Ceilings are dropped with particle board panels suspended in metal frames. The interior of the observation tower has been renovated. Walls are sheet rock, and ceilings are finished with particle board.

5. Openings:

a. Doorways and doors: Interior doors in the Operations Building and the observation tower are replacement glass-and-metal doors set in metal surrounds. The south wing has metal doors set in metal surrounds. The north wing has wood doors with wood doorways and metal doors with metal doorways. All interior doors appear to have been replaced.

b. Windows: The clerestory windows appear to be mounted directly in the wall without the use of a surrounding frame on the wall surface.

6. Decorative features and trim: Except for those elements described in other sections pertaining to the interior, no decorative features and trim were identified.

7. Hardware: Awning windows have original, steel level latches. Replacement double-hung windows have thumb latches. Doors have metal knobs, metal thumb latches, and fixed handles.

8. Mechanical Equipment:

a. Heating, air conditioning, ventilation: The north wing, south wing, and Operations Building have central heating and air conditioning, which are not original to the building. Heating in the hangar is provided by small space heaters that hang from the ceiling.

b. Lighting: High-intensity discharge type lights, with either sodium or metal halide fixtures mounted in helmet-shaped metal shades, are suspended from the ceiling in the hangar. In areas with a dropped ceiling, light is provided by fluorescent tubing.

c. Plumbing: There are nine restrooms in the hangar; none have original fixtures. The Operations Building has two, one-toilet restrooms for men and women on the second floor and a men's restroom with three toilets on the third floor. Sinks and toilets are ceramic. The north wing has a women's restroom on the first floor and a men's restroom above it on the second. Fixtures are ceramic. The south wing has a men's and women's restroom on the second floor and a men's restroom on the first floor. Fixtures are ceramic.

d. Other interior features: A metal, fire call box is located on the east elevation of the Operations Building. The hangar has metal pipes, a sprinkler system, and a large crane on steel tracks suspended from the ceiling. Electrical wiring in metal conduit attached to walls is found throughout the hangar.

D. Site:

1. General setting and orientation: The Maintenance Hangar faces west onto concrete taxiway that intersects the main runway. The hangar has an east-west orientation. When the base was built, the hangar was located as close to the flightline as possible in order to keep within the boundaries of the 30-acre Navy

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parcel. The hangar is located in the industrial area of the installation, which contains buildings devoted to the maintenance, repair, and operation of the base and of the aircraft around which the primary mission of the base revolved. The terrain is flat, with runways located west of the hangar, additional support buildings located to the north and south, Mountain Creek Lake to the east and south, and the administrative and personnel area to the east. The original Hensley Field facility is found to the north-northwest.

2. Historic landscape design: The area around the hangar is industrial and, thus, landscaping, except for the occasional small area of grass, has not been included in the site design. Access to the hangar is via concrete aprons and asphalt streets. This treatment, which allows large access areas for aircraft, vehicles, and equipment, is in keeping with the historic character of the area.

PART III. SOURCES OF INFORMATION

A. Original architectural drawings: Reproductions of an incomplete set of original architectural drawings are on file at the Public Works Department, NAS Dallas. These drawings list Robert and Company, Inc., Architects and Engineers, Atlanta, Georgia, and Corpus Christi, Texas, as the architects of record, and Howarth as the architect in charge. Available plans include original floor plans. General information about changes made to the building in 1971 are indicated on an elevation drawing generated by the Department of the Navy, Naval Facilities Engineering Command in 1971, presumably from an original drawing. Floor plans survive from the 1978 remodeling and enlargement of the south wing. No decision has been made as to where the drawings will be moved when the base closes.

B. Early views: One early, undated view of the Maintenance Hangar was located during research efforts. In addition to the hangar, the photograph shows the smaller Assembly and Repair Hangar, the Paint and Dope Shop, the Water Tower, the Water Cistern, the Heating Plant, the Pumphouse, and various other associated buildings. It appears to date from the late 1940s or early 1950s. Copies of this photograph, and others in the collection, can be obtained by contacting the Public Affairs Officer, NAS Dallas, Dallas, Texas. Other early views of the facility are held at the main branch of the Dallas Public Library in the NAS Dallas files.

C. Interviews: No interviews were undertaken to complete this form.

D. Bibliography:

1. Primary and unpublished sources:

Robert and Company, Inc., Architects & Engineers, Atlanta, Georgia, and Corpus Christi, Texas. Plans and drawings, 1941.

Dallas, Texas. Naval Air Station Dallas. Public Works Department. Plans and Drawings, 1945-1995.

Department of the Navy, Naval Facilities Engineering Command. Plans and Drawings, 1971 and 1978.

2. Secondary and published sources:

Crews, Joseph M. *A Historical and Architectural Assessment of Dallas Naval Air Station, Dallas, Texas*, 2 vols. Prepared for the Fort Worth District, U.S. Army Corps of Engineers, Fort Worth, Texas, 1 June 1994, vol. 2.

Dallas Times Herald, 15 May 1941.

Emme, Eugene M., Lt. (jg), USNR, "A History of Naval Air Station, Dallas, Texas," 15 October 1944. Typescript on file at the Dallas Public Library, Archives Floor.

Sky Ranger, 5 September 1945.

U.S. Department of the Navy. U.S. Bureau of Yards and Docks, *Building the Navy's Bases in World War II: History of the Bureau of Yards and Docks and the Civil Engineer Corps, 1940-1946*, 2 vols., Washington: U.S. Government Printing Office, 1947, vol. 1. p. 233.

U.S. Department of the Navy, "Draft Environmental Impact Statement: Disposal and Reuse of Naval Air Station Dallas," April 1995.

E. Likely sources not yet investigated: Information on NAS Dallas may be held in the National Archives, Washington, D.C., or in the architectural collections of the archives in

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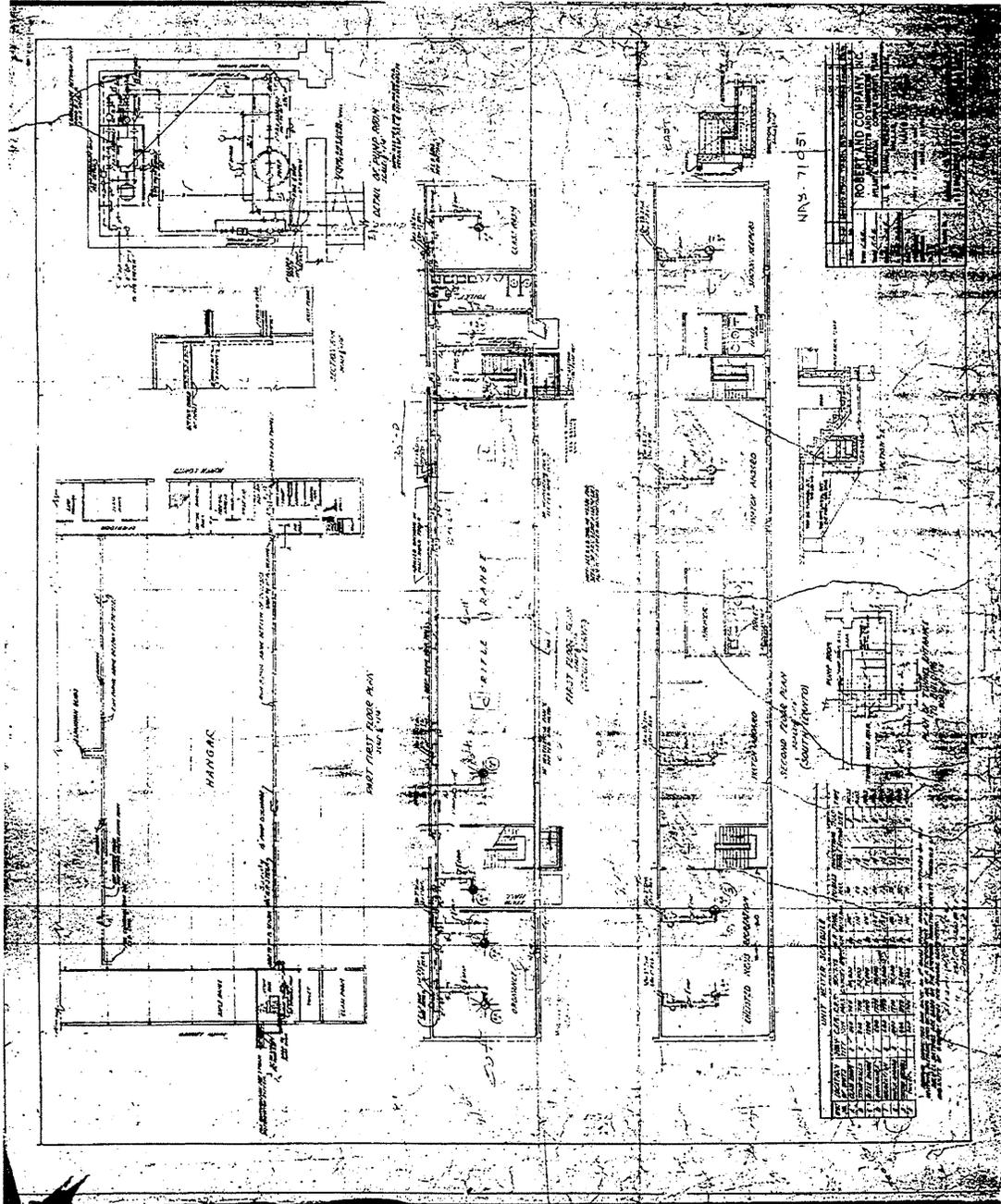
Suitland, Maryland. These repositories will not be investigated for the purposes of this project.

F. Supplemental Materials: N/A

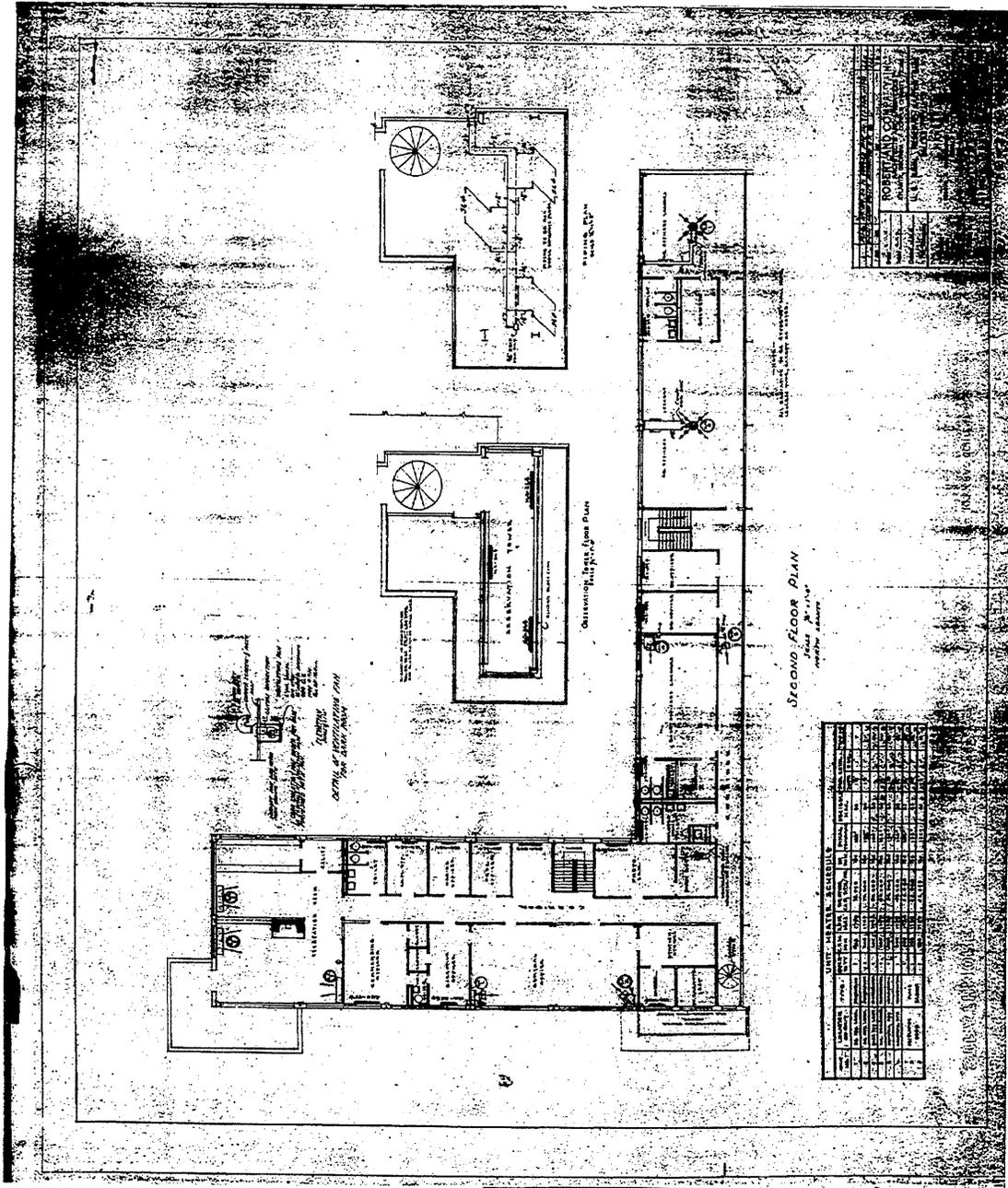
PART IV. PROJECT INFORMATION

The decision by the Defense BRAC Commission to close NAS Dallas and relocate needed activities to NAS Fort Worth (the former Carswell Air Force Base) triggered an assessment of the property's potential eligibility for the National Register of Historic Places (NRHP), as required by Section 106 of the National Historic Preservation Act of 1966, as amended. The Texas Historical Commission determined 12 buildings and structures in a portion of the base built for and associated with World War II Navy activities and two single family officer's house and two adjacent lagoons built for and associated with Army Air Corps activities in the late 1920s and the 1930s to be eligible for NRHP listing. The Texas State Historic Preservation Officer, the Department of the Navy, and the Advisory Council on Historic Preservation are in the process of signing a Memorandum of Agreement requiring Historic American Buildings Survey (HABS) Level I documentation of the 14 buildings and structures and two lagoon areas. Through its Naval Facilities Engineering Command, Southern Division, with offices in North Charleston, South Carolina, the Department of the Navy contracted with Turner Collie & Braden, Inc., of Houston, Texas, to oversee the preparation of the HABS recordation. Under contract with Turner Collie & Braden, Hardy•Heck•Moore & Associates, Inc. of Austin, Texas, gathered historical and architectural information, prepared a historic context and the HABS forms. Diane Elizabeth Williams served as principal investigator and project architectural historian. David Moore served as historian, Sara Kirtland was associate historian, and Elliott K. Wright gathered information for the architectural descriptions. Craig Melde, of ArchiTexas, Dallas, Texas, supervised the preparation of the measured drawings, Craig King served as project coordinator, and Stan Solamillo was the field coordinator. Measured drawings were drafted by members of the ArchiTexas staff. Tom Eisenhour recorded the historic resources with large-format black-and-white photographs.

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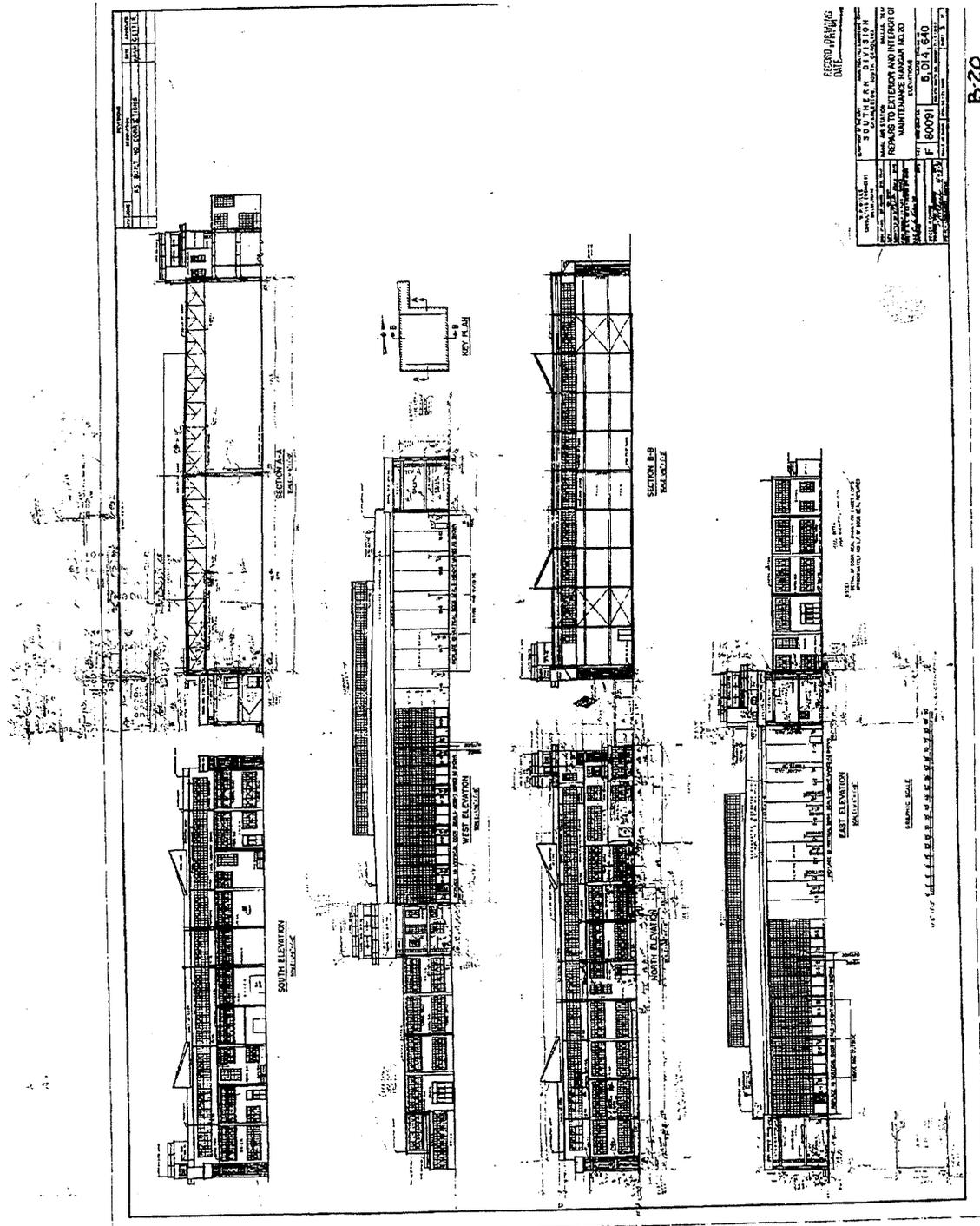
SECOND FLOOR PLAN
 Scale 1/4" = 1'-0"
 NORTH ARROW

Overlapping Detail from Plan

Detail from Plan

ENTRANCE TO RESTROOMS FROM
 MECHANICAL ROOM

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SECTION APPROVAL	
DATE	BY
10/11/54	W. H. HARRIS
REVISIONS	
NO.	DESCRIPTION
1	REVISIONS TO EXTERIOR AND INTERIOR OF MAINTENANCE HANGAR NO. 20
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3	REVISIONS TO EXTERIOR AND INTERIOR OF MAINTENANCE HANGAR NO. 20
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