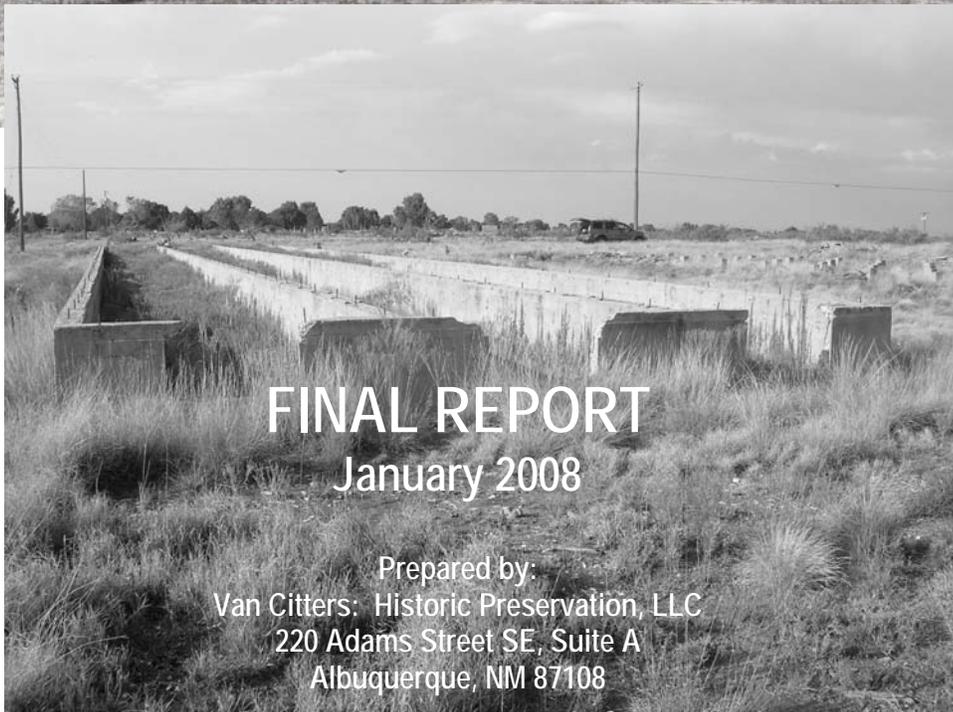
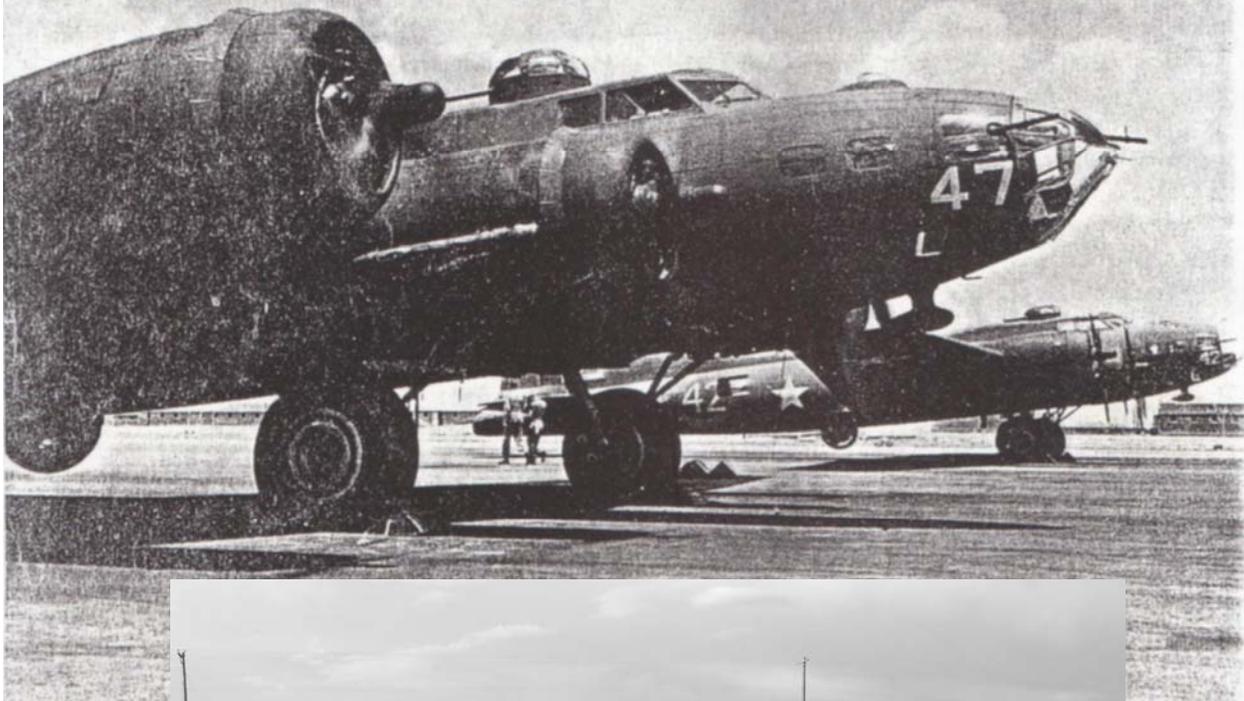
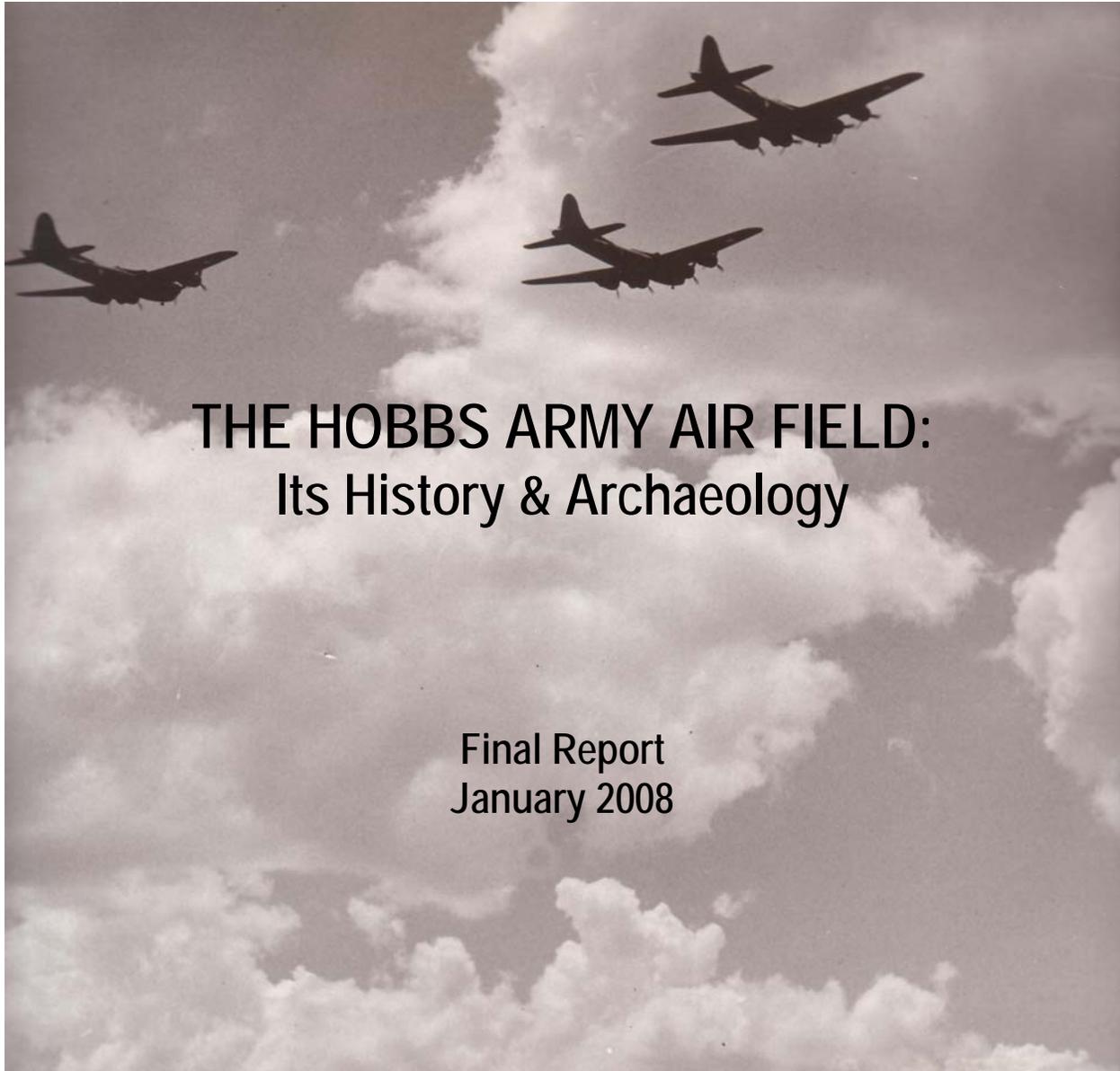


# THE HOBBS ARMY AIR FIELD: Its History & Archaeology





# THE HOBBS ARMY AIR FIELD: Its History & Archaeology

Final Report  
January 2008

B-17s over the Hobbs Army Airfield. Photo Courtesy of Don & Dorris Yarbro.

By  
William A. Dodge, Ph.D.



## ACKNOWLEDGEMENTS

This report was prepared to, in part, the stipulations set forth in a Memorandum of Agreement between the City of Hobbs and the New Mexico State Historic Preservation Officer (see Appendix A). The project was funded by the City of Hobbs and its City Commission.

Many individuals were integral in the gathering and collating of the data contained within this report. The author wishes to thank Mr. Joe Dearing, City Planner, and members of his staff, particularly Julie Henry and Julie Nymeyer, in the Planning Division for their assistance in coordinating the various facets of this project, particularly their help with organizing the oral history interviews and obtaining historic maps and plans of the Hobbs Army Air Field. Mr. Ray Battaglini of the Hobbs Chamber of Commerce graciously provided access to Chamber files on the air field. Reference librarian, Bob Hamilton, at the Hobbs Public Library offered helpful suggestions on historical sources, and the entire library staff were always helpful and friendly despite my seemingly endless requests for newspaper microfilm reels. The U.S. Army Corps of Engineers, Albuquerque District, kindly provided copies of research data collected by Tech Law for the remediation assessment that was an invaluable help to this project.

The following individuals freely gave their time to share their knowledge and recollections of the air field in the 1940s: Doris Baty, Denver City, TX; Raymond Benson, Denver City, TX; Ross Black, Lovington, NM; Kenneth Burns, Lovington, NM; Oreath Cecil, Hobbs, NM; Max Clampitt, Hobbs, NM; Mark Cotton, Hobbs, NM; Nancy Culter Good, Hobbs, NM; Gladys Jelineck, Hobbs, NM; Julia Hendricks McClure, Lovington, NM; Jean Seaburn Mumford, Hobbs, NM; Bill Pevey, Hobbs, NM; W. Glen Raines, Hobbs, NM; Sally Seed, Hobbs, NM; Don and Dorris Yarbrow, Lovington, NM.

## EXECUTIVE SUMMARY

Van Citters: Historic Preservation, LLC contracted with the City of Hobbs, New Mexico to document the remaining structures at the Hobbs Army Air Field. The air field was active between 1942 and 1948 with its primary mission being the training of B-17 pilots and four-engine mechanics. The air field also graduated a class of bombardiers and, following the war, the base stored P-51 and A-26 aircraft and ferried them to National Guard units throughout the country.

At its height of operation, the Hobbs Army Air Field was a self-contained community with over 350 buildings and structures situated on more than 3,000 acres. The base was comprised of (1) the cantonment, including living quarters for officers and enlisted men, a hospital, training and recreation facilities; (2) the Sub-Depot with warehouses, quartermaster offices and storerooms, and gasoline and oil storage; (3) the ordnance depot; and (4) the flight line, including maintenance hangars and landing field.

Today, the archaeological remains of the air base consist primarily of concrete piers and foundations that once supported the structures. All but five buildings have been moved off-site or demolished. The area has been heavily disturbed by the construction of park and RV area, a golf course, and other privately-owned or leased facilities. VCHP researched and documented the history of the air field and recorded 34 structures associated with the base. Most of the buildings were constructed from standardized Army plans and the base was laid out according to specific functions (administrative, squadron barracks, maintenance, etc.). The sparse building remains found on the site of the former air field represent the last vestiges of an important, albeit short-lived, chapter of the region's military history.

## ACRONYMS & ABBREVIATIONS

<b>AAC</b>	Army Air Corps
<b>AAF</b>	Army Air Force
<b>AAFWCTC</b>	Army Air Forces West Coast Training Center
<b>A.C.</b>	Air Command
<b>ALF</b>	Auxiliary landing field
<b>E.M.</b>	Enlisted men
<b>HAAF</b>	Hobbs Army Air Field
<b>HDNS</b>	<i>Hobbs Daily News Sun</i>
<b>HIAP</b>	Hobbs Industrial Air Park
<b>MOA</b>	Memorandum of agreement
<b>NCO</b>	Non-commissioned officer
<b>NRHP</b>	National Register of Historic Places
<b>PBR</b>	Practice bombing range
<b>PX</b>	Post exchange
<b>SHPO</b>	State Historic Preservation Officer
<b>T.O.</b>	Theater of Operations
<b>USACE</b>	United States Army Corps of Engineers
<b>USAF</b>	United States Air Force
<b>VCHP</b>	Van Citters: Historic Preservation, LLC
<b>WAAC</b>	Women's Army Air Corps

# TABLE OF CONTENTS

ACKNOWLEDGEMENTS.....	I
EXECUTIVE SUMMARY .....	II
ACRONYMS & ABBREVIATIONS.....	III
<b>1.0 INTRODUCTION .....</b>	<b>1</b>
1.1 PROJECT METHODOLOGY .....	1
1.1.1 Research.....	1
1.1.2 Field Survey .....	2
1.1.3 Previous Research.....	2
<b>2.0 HISTORIC CONTEXT .....</b>	<b>4</b>
2.1 INTRODUCTION .....	4
2.2 PRE-WAR HISTORY OF HOBBS .....	5
2.3 CONSTRUCTION OF HAAF.....	8
2.4 HAAF OPERATIONS.....	10
2.4.1 Pilot Training .....	12
2.4.2 Mechanics Training .....	13
2.4.3 Supplying HAAF: The Sub-Depot.....	14
2.4.4 Recreation Facilities.....	15
2.4.5 Base Diversity .....	15
2.4.6 Off-Site Facilities .....	16
2.5 POST-WAR HAAF .....	18
2.5.1 The City of Hobbs Assumes Ownership.....	19
2.5.2 The City Turns to Developing the Hobbs Industrial Air Park (HIAP) .....	20
<b>3.0 GENERAL LAYOUT OF HAAF.....</b>	<b>21</b>
3.1 BASE ENTRANCE .....	22
3.2 ADMINISTRATION .....	22
3.3 PILOT AND MAINTENANCE TRAINING .....	23
3.4 LIVING QUARTERS AND MESS HALLS .....	23
3.5 HOSPITAL.....	24
3.6 BASE RECREATION .....	24
3.7 AIRCRAFT MAINTENANCE .....	25
3.8 QUARTERMASTER, SUPPLY DEPOT, AND MOTOR POOL .....	25
3.9 ORDNANCE STORAGE .....	26
3.10 OTHER SUPPORT BUILDINGS AND ON-BASE CIVILIAN HOUSING .....	26
3.11 WATER & SANITATION, & SOLID WASTE DISPOSAL FACILITIES.....	27
3.12 LANDSCAPING.....	28
3.13 FLIGHT LINE .....	28
3.14 RUNWAYS AND TAXIWAYS .....	28
<b>4.0 SITE DESCRIPTIONS.....</b>	<b>30</b>
4.1 AREA A .....	31

The History & Archaeology of the Hobbs Army Air Field

4.1.1	Building 665: Heating Plant (Type HSP-3)	33
4.1.2	Building 666: Lavatory (Type L-4)	35
4.1.3	Building 667: Lavatory (Type L-1)	36
4.1.4	Buildings 668 to 673: Hospital Barracks (Type E.M. 32)	38
4.1.5	Building 674: Mess Hall (Type M-12)	41
4.1.6	Building 675: Storehouse (Type SH-5)	43
4.1.7	Buildings 676 and 677: Storehouses (Type SH-5)	44
4.1.8	Buildings 689 (Type HQM-13) and 690 (Type HQ-18): Hospital Quarters	46
4.1.9	Building 691: Hospital Administration (Type A-1)	47
4.1.10	Building 692: Dental Clinic (Type DC-3)	47
4.2	AREA B	49
4.3	AREA C	51
4.3.1	Building 523: Wash Rack (Type unknown)	52
4.4	AREA D	53
4.4.1	Building 526: Warehouse (Type unknown)	55
4.4.2	Building 527: Gas Station	55
4.5	AREA E	56
4.5.1	Building 315: Recreation (Gymnasium)	57
4.6	AREA F	59
4.6.1	Building 18: Lavatory (Type L-4)	61
4.7	AREA G	62
4.7.1	Building 31 and 36: Lavatory (Type L-4)	63
4.7.3	Building 37: Cadet's Mess Hall (Type M350)	64
4.7.4	Building 651: WAAC Administration, Recreation, & Supply (Type RSAQ-A)	66
4.7.5	Buildings 652 and 653: WAAC Barracks (Type WBKS-B-M)	67
4.8	AREA H	68
4.8.1	Buildings 62 and 66: School Classrooms (Type SB-12)	69
4.8.2	Building 75: Enlisted Men's Mess Hall (Type unknown)	71
4.9	AREA I	73
4.10	AREA J	75
4.10.1	Buildings 201 and 202: Bomb Trainer (Type OBH-1)	78
4.10.2	Buildings 203 and 204: Bombsight Storage (Type BSS-1)	78
4.10.3	Building 205: Bombsight Storage (Type BSS-5)	79
4.10.4	Building 206: Boiler House (Type unknown)	79
4.10.5	Buildings 272 and 274: A.C. Squadron Hangars (Types OB-H-2 and HANG-N-A)	79
4.11	AREA K	81
4.11.1	Building 117: Recreation (Type TRB-4)	83
4.11.2	Building 118: Lavatory (Type L-5)	84
4.11.3	Building 124: Enlisted Men Barracks (Type E.M.-32)	84
4.11.4	Building 211: Bomb Trainer	85
4.12	AREA L	86
4.12.1	Buildings 368 and 373: Lavatory (Type L-5)	88
4.13	AREA M	89
4.13.1	Building 234: Base Engineering Shop (Type BES-1)	91
4.14	AREA N	94
4.14.1	Building 548: Oil Storage System (Type unknown)	96
4.14.2	Buildings 556 and 566: Dope & Oil Storage (Type WSHE -1-A)	97
4.14.3	Building 561: Quartermaster Warehouse (Type TSH-18)	97
4.14.4	Building 570: Commissary	98
4.14.5	Building 571: Paint, Oil, & Dope Storage	99

4.14.6	Railroad Tracks .....	99
4.15	AREA O .....	100
4.16	AREA P .....	101
4.16.1	Building 580: Storehouse (Type unknown).....	102
4.16.2	Building 581: Assembly & Maintenance (small arms) .....	102
4.16.3	Building 582: Segregated Storage (Type unknown).....	103
4.16.4	Buildings 583 and 590: Underground Magazine (Type unknown).....	103
4.16.5	Building 591: Chemical Storage (Type SH-18).....	104
4.16.6	Building 592: Pyrotechnic Building (Type OSH-1).....	104
4.16.7	Building 593: Small Arms (TSA-2).....	105
<b>5.0 SITE SUMMARY.....</b>		<b>106</b>
<b>REFERENCES CITED.....</b>		<b>107</b>

**APPENDIX A**

**LIST OF TABLES**

Table 1: Location of HAAF Off-Site Facilities.....	16
Table 2: Area A Buildings.....	33
Table 3: Area B Buildings.....	50
Table 4: Area C Buildings .....	52
Table 5: Area D Buildings .....	54
Table 6: Area E Buildings.....	57
Table 7: Area G Buildings .....	63
Table 8: Area H Buildings .....	69
Table 9: Area I Buildings.....	74
Table 10: Area J Buildings .....	76
Table 11: Area K Buildings.....	82
Table 12: Area L Buildings .....	87
Table 13: Area M Buildings .....	90
Table 14: Area N Buildings .....	95
Table 15: Area O Buildings .....	100
Table 16: Area P Buildings.....	101

**LIST OF FIGURES**

Figure 1: Project Location Map .....	1
Figure 2: U. S. Army Air Corps in the Philippines, 1912.....	4
Figure 3: Hobbs during the 1930s.....	6
Figure 4: Map of land acquisitions by the city of Hobbs for the U.S. Army. Note the location of Huston Ranch house straddling Sections 11 and 12.....	7
Figure 5: Divisions of HAAF .....	8
Figure 6: Strap at pier .....	9
Figure 7: Foundation with bolted sill plate (original drawing and current condition) .....	9
Figure 8: Transite in 1940s and in 2007.....	9
Figure 9: Runway Layout .....	10

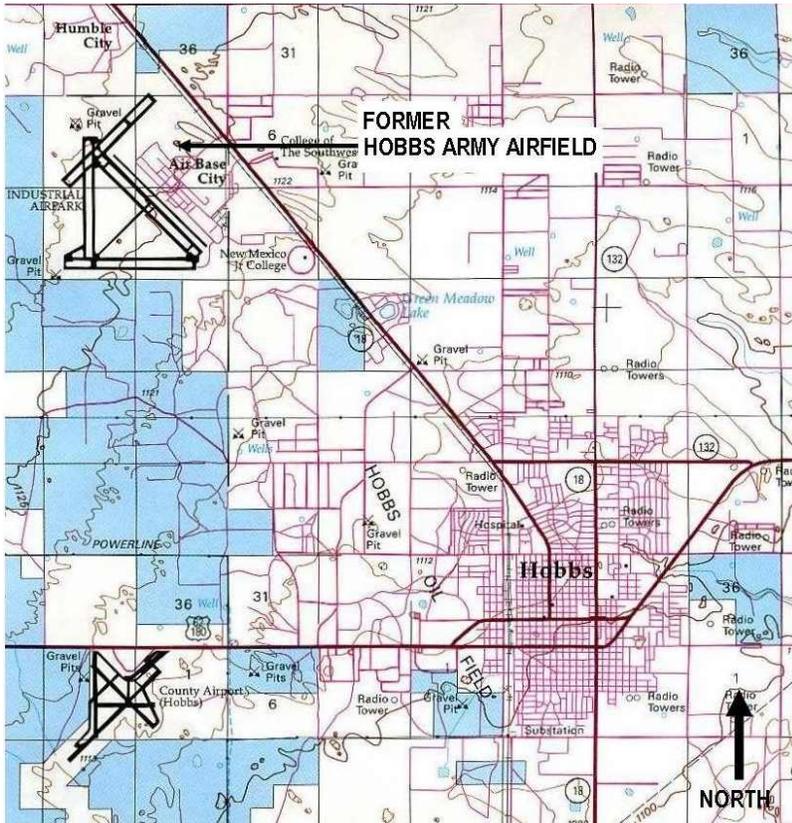
Figure 10: 857 <sup>th</sup> Crew.....	12
Figure 11: Pilot training in link trainer.....	12
Figure 12: Training Stations in Hangar 6.....	13
Figure 13: HAAF Maintenance and Flight Crew.....	14
Figure 14: Quartermaster activities at the Sub-Depot.....	14
Figure 15: On-base recreation.....	15
Figure 16: WAAC Day Room.....	15
Figure 17: 342 <sup>nd</sup> Aviation Squadron activities.....	16
Figure 18: Practice bombing ranges and auxiliary fields near HAAF.....	17
Figure 19: Aerial of Practice Bombing Range.....	17
Figure 20: Radio Range building, prior to 2007 demolition.....	18
Figure 21: HAAF Buildings that were sold and moved to Hobbs and Lovington.....	19
Figure 22: General Layout Map showing grid and streets.....	21
Figure 23: Road at Base Entrance.....	22
Figure 24: Headquarters Sign.....	22
Figure 25: Hangars, Squadron Operations, and Trainer buildings on flightline.....	23
Figure 26: Barracks Area.....	23
Figure 27: Main Recreation Area.....	24
Figure 28: Recreation.....	24
Figure 29: HAAF Maintenance Hangar (Building 272).....	25
Figure 30: Warehouse Area.....	26
Figure 31: Victory Housing Project.....	27
Figure 32: Water pumping station and underground water tank (Building 660).....	27
Figure 33: Medical Insignia made from caliche.....	28
Figure 34: Flight line; note squadron operations buildings to right.....	28
Figure 35: Site Plan.....	30
Figure 36: Area A, north side of base.....	31
Figure 37: Typical Hospital Ward Building, note enclosed walkway to left.....	32
Figure 38: Hospital Enclosed Walks.....	32
Figure 39: Building 665 sketch map.....	34
Figure 40: Concrete features of Building 665, heating plant.....	35
Figure 41: Additional features of Building 665, heating plant.....	35
Figure 42: Building 666 sketch map.....	36
Figure 43: Features of Building 666, lavatory.....	36
Figure 44: Features of Building 667, lavatory.....	37
Figure 45: Building 667 sketch map.....	37
Figure 46: Area of hospital barracks and storehouses from the corner of Building 668, looking east.....	38
Figure 47: Building 668 sketch map.....	38
Figure 48: Features of Building 670, hospital barracks.....	39
Figure 49: Buildings 669 and 670 sketch map.....	39
Figure 50: Features of Building 671, hospital barracks.....	40
Figure 51: Building 671, 672 and 673 sketch map.....	40
Figure 52: Building 672 concrete piers and discarded framing lumber, hospital barracks.....	41
Figure 53: Features of Building 671, hospital barracks.....	41
Figure 54: Building 674 sketch map.....	42
Figure 55: Features of Building 674, mess hall.....	42
Figure 56: Building 675 sketch map.....	43
Figure 57: Features of Building 675, storehouse.....	43
Figure 58: Building 676 sketch map.....	44
Figure 59: Features of Building 676, storehouse.....	44

Figure 60: Building 677 sketch map.....	45
Figure 61: Features of Building 677, storehouse .....	45
Figure 62: Building 689, 690 and 691 sketch map.....	46
Figure 63: Features of Building 690, hospital ward indoor lavatories.....	46
Figure 64: Remains of entrance walkway .....	47
Figure 65: Hospital Administration Building .....	47
Figure 66: Building 692 sketch map.....	48
Figure 67: Original floor plan for Dental Clinic.....	48
Figure 68: Features of Building 692, dental clinic .....	49
Figure 69: Area B, located just south of 10th Street, which was the main entryway onto the base .....	49
Figure 70: Area B, former location of officer's quarters, dining room, and officer's club .....	50
Figure 71: Area C, Southeast corner of base.....	51
Figure 72: Features of Building 523, wash rack .....	52
Figure 73: Area D, southeast in central part of the base.....	53
Figure 74: View to the northwest of Area D near the intersection of 15th Street and C Street.....	54
Figure 75: Features of Building 526, warehouse.....	55
Figure 76: Remains of the gas station and view of station from the 1940s.....	56
Figure 77: Area E, center of base .....	56
Figure 78: Building 315 sketch map.....	58
Figure 79: Features of Building 315, recreation .....	58
Figure 80: Area F, center of base, just south of Area A .....	59
Figure 81: Area F – former parade ground, now part of Harry McAdams Park.....	60
Figure 82: Area F– former site of Post Headquarters from the corner of E and 9th streets. View to the southwest. ...	60
Figure 83: Features of Building 18, lavatory .....	61
Figure 84: Area G, North central section of base.....	62
Figure 85: View of building rubble in Area G looking northwest.....	62
Figure 86: Features of Building 31, lavatory .....	64
Figure 87: Building 36 concrete foundations and boards, lavatory. Note commode drains in the right center of the photograph.....	64
Figure 88: Building 37 sketch map.....	65
Figure 89: Features of Building 37, mess hall.....	66
Figure 90: Building 651, 652 and 653 sketch map.....	66
Figure 91: Features of Building 651, WAAC Administration, Recreation & Supply.....	67
Figure 92: Features of Building 652, WAAC Barracks .....	67
Figure 93: Features of Building 653, WAAC Barracks .....	67
Figure 94: Area H, mid-center of base .....	68
Figure 95: D Street looking southeast. Building 62 can be seen in the right-center of the photograph.....	69
Figure 96: Building 62 sketch map.....	70
Figure 97: Foundation features of Building 62, School .....	70
Figure 98: Architectural features of Building 62, cadet training school .....	70
Figure 99: Features of Building 66, cadet training school .....	71
Figure 100: Building 75 sketch map.....	72
Figure 101: Concrete features of Building 75, enlisted men's mess hall.....	72
Figure 102: Additional concrete features of Building 75, enlisted men's mess hall.....	73
Figure 103: Area I, NW corner of base .....	73
Figure 104: Area J, West side of base, adjacent to flight line .....	75
Figure 105: View to the southeast of the parking apron and Area J. The concrete apron in the center of the photo was used for moving aircraft through the Air Command hangars for maintenance. The power lines in the background run parallel to A Street. ....	76
Figure 106: Concrete slab of Building 201, bomb trainer .....	78

Figure 107: Concrete features of Building 202, bomb trainer.....	78
Figure 108: Concrete features of Building 203, bomb sight storage .....	78
Figure 109: features of Building 205, bombsight storage.....	79
Figure 110: Concrete foundation of Building 206, boiler house .....	79
Figure 111: Arched A.C. Hangar (HANG-N-A).....	80
Figure 112: Concrete features of Building 272, A.C. Squadron Hangar.....	80
Figure 113: Concrete features of Building 274, A.C. Squadron Hangar.....	80
Figure 114: Area K, West side of base, adjacent to flight line.....	81
Figure 115: Building 117, 118 and 124 sketch map.....	83
Figure 116: Concrete slab and stem walls of Building 116, recreation.....	84
Figure 117: Concrete slab of Building 118, lavatory.....	84
Figure 118: Features of Building 124, enlisted men barracks.....	84
Figure 119: Building 211 sketch map.....	85
Figure 120: Features of Building 211, bomb trainer .....	85
Figure 121: West-center of base.....	86
Figure 122: View to the northwest of Area L. The National Soaring Society building can be seen just in front of the tree line in the center of the photo. The power lines to the left follow the alignment of A Street. ....	87
Figure 123: Features of Building 368, lavatory .....	88
Figure 124: Features of Building 373, lavatory .....	88
Figure 125: Area M, Southwest corner of base.....	89
Figure 126: Building 234 sketch map.....	92
Figure 127: Features of Building 234, Base Engineering Shop .....	93
Figure 128: Additional features of Building 234, Base Engineering Shop.....	93
Figure 129: Base Engineering and Maintenance (234) (left) and associated maintenance hangar (246) in 1943.....	93
Figure 130: Area N, south end of base .....	94
Figure 131: Concrete piers that formerly supported the elevated water storage tank.....	94
Figure 132: Building 548, 556 and 566 sketch map.....	96
Figure 133: Features of Building 548, oil storage system .....	97
Figure 134: Concrete foundation of Building 556, dope & oil storage.....	97
Figure 135: Features of Building 561, Quartermaster Warehouse.....	97
Figure 136: Concrete foundation of Building 566, dope & oil storage.....	98
Figure 137: Building 570 sketch map.....	98
Figure 138: Features of Building 570, commissary.....	99
Figure 139: Features of Building 571, paint, oil & dope storage .....	99
Figure 140: Remaining railroad tracks .....	99
Figure 141: Far southwest corner of base .....	100
Figure 142: View to the south of the Imhoff tanks. Photo by VCHP, August 2007.....	100
Figure 143: Area P, Far south end of base .....	101
Figure 144: Features of Building 580, storehouse .....	102
Figure 145: Features of Building 581, Assembly & Maintenance (small arms).....	102
Figure 146: Features of Building 582, segregated storage .....	103
Figure 147: Features of Building 583, underground magazine .....	103
Figure 148: Features of Building 590, underground magazine .....	104
Figure 149: Features of Building 591, chemical storage.....	104
Figure 150: Features of Building 592, pyrotechnic building .....	104
Figure 151: Features of Building 593, small arms.....	105

## 1.0 INTRODUCTION

Van Citters: Historic Preservation, LLC (VCHP) was contracted by the City of Hobbs to document the historic Hobbs Army Air Field (HAAF) (Figure 1). The goal of the project is to assist the city in meeting the requirements of the Memorandum of Agreement (MOA) between



Hobbs and the New Mexico State Historic Preservation Office (SHPO) prior to any further development of the area by the city as an industrial park. The MOA consisted of two main requirements: (1) the preparation of an historical narrative about the air base with an emphasis on not only the military story of the air field, but its interaction and effects on the city of Hobbs in the 1940s; and (2) an archaeological report detailing what material remains of the air field still exist. This report fulfills the requirement of the second part of the MOA.

**Figure 1: Project Location Map**  
Source: U.S. Bureau of Land Management

### 1.1 Project Methodology

#### 1.1.1 Research

To accomplish the goals of the project, VCHP consulted both primary and secondary sources of information to develop a contextual history of the air base. Much of this research had been previously gathered by TechLaw, Inc. in preparation of their “Preliminary Assessment” document (2005) prepared for the U.S. Army Corps of Engineers. Of particular interest were the “Unit Histories” collected by TechLaw at the Air Force History Research Agency, Maxwell AFB, Alabama and Air Force History Support Office, Bolling AFB, Washington, DC. TechLaw collected additional documentation on the air field’s history from the National Archives in both College Park, Maryland, and Denver, Colorado. VCHP did extensive research in the microfilm files of the Hobbs Daily News-Sun found in the Hobbs Public Library. The city of Hobbs also provided access to the base’s original maps and engineering plans, which proved to be an invaluable source for understanding the layout and functions on the base.

Additional information about the base was collected from interviews conducted by the author from former soldiers, civilian workers, and their spouses who still live in the Hobbs–Lovington area. They helped clarify some details on the air field’s layout and functions, and told wonderful stories about their experiences while at HAAF.

### 1.1.2 Field Survey

The author spent five days at the HAAF site, documenting the remains of buildings, structures, roads, and other features of the former air field. Except for three storage vaults on the flight line and three structures in the ordnance storage area, no standing structures exist at the site of the former air field. What does exist are dozens of foundations, mostly comprised of concrete piers. Since the base was built from standardized Army plans, many of the buildings and structures were identical in form and construction techniques. This was especially true for the squadron living quarters and specialized training and maintenance buildings along the flight line. For this reason, not all areas of the base were examined closely for structural remains. For example, not all squadron areas were surveyed once a sample of building types (e.g., enlisted men’s barracks, administrative buildings, and lavatories) had been recorded. In areas where more remains were still intact (i.e., the hospital area), buildings were recorded in more detail. All major buildings along the flight line, Sub-Depot, and others within the base boundaries were also recorded in detail. Much of the cantonment area has been disturbed by the construction of a city park, a golf course, and buildings owned by private companies. No systematic survey of the landing field, outside of the runways, was undertaken; however, the author and the Hobbs city planner Joe Dearing did visually inspect pre-selected areas to examine specific locations of potential interest.

### 1.1.3 Previous Research

As already noted, in 2005 the environmental consulting firm, TechLaw, conducted a preliminary assessment of the former HAAF. Their focus was on potential hazardous wastes left by the air base following the base’s decommission. In support of this remediation analysis, they also conducted historical research, which was summarized in the report and included copies of unit histories, historic maps and photographs in the report’s appendices. This information is on file with the U.S. Army Corps of Engineers, Albuquerque District Office.

In October, 2003, the archaeologists from the environmental consulting firm Mesa Field Services of Carlsbad, New Mexico, submitted a report on a Class III cultural resources survey (NMCRIIS no. 85664) conducted for a private individual on land owned within the industrial park by the city of Hobbs. Two sites, LA 141603 and LA 141604, were recorded within the 16.14 acre survey area. LA 141603 was described as a “large concentration of modern trash” dating to the mid-20th century. The report stated that LA 141604 was “a linear site consisting of a railway to serve the Hobbs Airbase” (Rein 2003). Mesa’s survey area is known to be a part of the HAAF landfill utilized between 1942 and 1948. The “railway” noted in the report was a part of the railroad spur lines used by the base to bring equipment and supplies to the air field. These two sites should be considered components of the HAAF site.

Two additional cultural resource surveys were carried out in conjunction with a 2005 Environmental Assessment for the Hobbs Industrial Air Park Infrastructure Improvements Project. The first survey was conducted by Taschek Environmental Consultants (2005). Taschek archaeologists identified the remains of several railroad spurs. The second survey,

conducted by Cordilleran Compliance Services (2005), recorded building foundations related to the HAAF base hospital and quarters area.

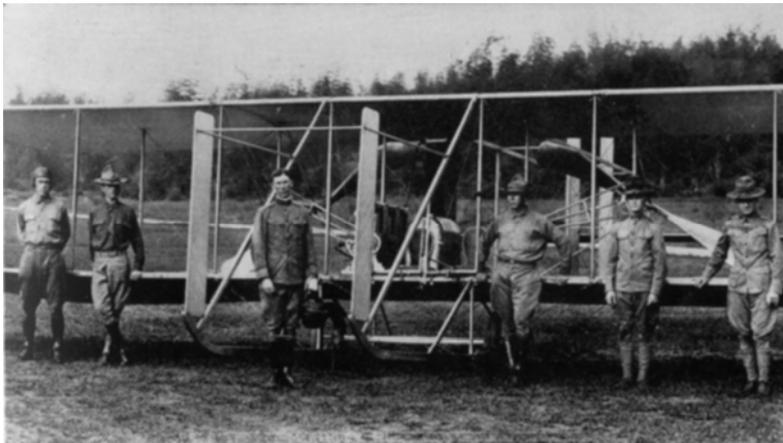
In 1996, the aviation historian Lou Thole published his first volume of histories pertaining to Army Air Force air fields and training bases from World War II. In Volume IV (2007), Thole wrote a chapter on the HAAF, which provided an excellent summary of the base's history together with stories of the men who were stationed there.

## 2.0 HISTORIC CONTEXT

### 2.1 Introduction

In 1939, as war in Europe began to escalate, the commanding general of the U.S. Army Air Corps Major General Henry “Hap” Arnold was faced with a serious problem. Arnold realized that if the United States entered the war it would take a major commitment, in both money and manpower, to build enough military facilities and train enough men to build an air force that would be successful against the Axis powers (Thole 1996: iii). By 1940, Arnold was able to convince military planners that to win a war in Europe it would be necessary to upgrade facilities and train more pilots and flight crews – and they needed to do it fast. To put their plan into action, the Army reorganized their aeronautical division, changing its name from Air Corps to Air Forces.

The Army Air Corps (AAC) had originally been organized in July of 1907 and at the onset of World War I had a total of 35 flyers and 55 airplanes (Figure 2). By the time armistice was declared in 1918, the air corps had to grown to 757 pilots and 740 aircraft. However, over



the next two decades, the AAC had been neglected and received little congressional funding, and as such it had only 25,000 men, 500 pilots, and 17 air bases. Under the new reorganization plan, the Army Air Force (AAF) was divided into nine commands, one being the Flying Training Command (U.S. Army Air Forces 1943).

**Figure 2: U. S. Army Air Corps in the Philippines, 1912**

Source: *U.S. Army Air Force Yearbook*, 1943

The training command immediately began to scour the country for sites to build air training bases. They were looking not only for locations to build permanent facilities, but also temporary bases that would be used during war, smaller sub-bases, and auxiliary landing fields. The permanent and temporary bases were designed as self-contained towns with very similar layouts and standardized building types to facilitate construction efforts. In addition to barracks, mess halls, hospitals, warehouses, maintenance shops, and buildings for flight operations and training, these bases had social clubs for enlisted men and non-commissioned and commissioned officers, as well as libraries, recreation facilities, and post exchanges. By 1943, the peak year of construction activity, the AAF had built 783 airfields (including sub-bases and auxiliary fields), and by the end of the war had graduated 224,331 pilots.

As one might expect, many towns and cities in the early 1940s lobbied to be selected as the site of an air base. It meant economic development and jobs for local populations just coming out of the Depression. The City of Hobbs, New Mexico, actively solicited the AAF to

consider their small community on New Mexico's southeastern plains as a potential site for an air training center. The city touted the wide-open natural environment and ideal year-round flying conditions as features suited to the Army's aviation needs.

The *Hobbs Daily News-Sun* (HDNS,10/1/40) reported that the Hobbs Chamber of Commerce had met to discuss a strategy for generating interest in a training base and urged city businesses and citizens to demonstrate their support for the effort. The attack on Pearl Harbor on December 7, 1941, and the subsequent declarations of war, hastened the Army's need for training bases, and on December 18, 1941, Major John Armstrong, commander of the Roswell Army Air Field, visited Hobbs to conduct a preliminary investigation of potential sites around the city and to discuss the matter with city political and business leaders (U.S. Army 1942: 4). Army staff and personnel from the U.S. Army Corps of Engineers (USACE), Albuquerque District made additional visits to the proposed training site. On February 16, 1942, the AAF announced its decision to build the airfield in Hobbs (U. S. Army 1942: 5). They cited the favorable climatic and topographical features of the area, as well as the close proximity of the Texas & New Mexico Railway line and a state highway.

Preliminary construction was started almost immediately with railroad cars loaded with steel arriving even before the project was publicly announced. By May there were two buildings constructed, the railroad sidings had been laid out, and the water wells were being drilled. Large-scale construction was ready to begin June 1<sup>st</sup>. In the meantime, the city had to move quickly to obtain the land for the new base.

## 2.2 Pre-War History of Hobbs

In March of 1907, James Isaac Hobbs and his family were the first to homestead what now constitutes the City of Hobbs, New Mexico (Hinshaw 1976: 3). Other homesteaders soon followed and by 1909 there was a school and a general merchandise store. A post office was established the following year. The settlement changed little between 1910 and 1927; it was sparsely populated and supported economically by ranching and cotton farming. In 1927, however, the economic base of the area changed with the discovery of oil. As the Hobbs historian Gene Hinshaw (1976: 5) notes: "[T]he stage was set at Hobbs for the unfolding of one of the last great oil booms of the West – studded with all the classic trappings: Instant towns that operated around the clock, instant wealth pouring from the earth, crews of soiled and sunburned working men, flocks of developers, promoters, adventurers and professional people of every description moving in the vanguard." In fact, Hobbs at that time was comprised of three distinct and separate townsites: Hobbs, New Hobbs, and All Hobbs.

By 1929, other amenities were also appearing on the streets of Hobbs. There were hotels and eateries, newspapers, new schools, automobiles, and new housing, and in 1930 the Texas & New Mexico Railway connected the town with the Greater Southwest. The village of Hobbs was incorporated on August 7, 1928. As the 1930s got underway, the oil boom escalated and, as Hinshaw notes, "the rush . . . now became a stampede of humanity that overflowed in Hobbs, New Hobbs, and All Hobbs" (1976: 10). This boom period was short-lived; by January 1931 oil prices were dropping fast and oil field workers and their families were leaving even faster.

In 1934 the economic trend reversed itself as the oil business picked up and a slower but steadier stream of people began moving into Hobbs once again. The three communities – Hobbs, All Hobbs, and New Hobbs – merged on May 30, 1937, and the single town of “Hobbs” was granted city status by Governor Clyde Tingley. For the rest of the decade, the oil fields of Hobbs boomed and it became a regional trade center for oil workers, ranchers, and farmers. It was considered one of the fastest growing cities in the United States (Figure 3).

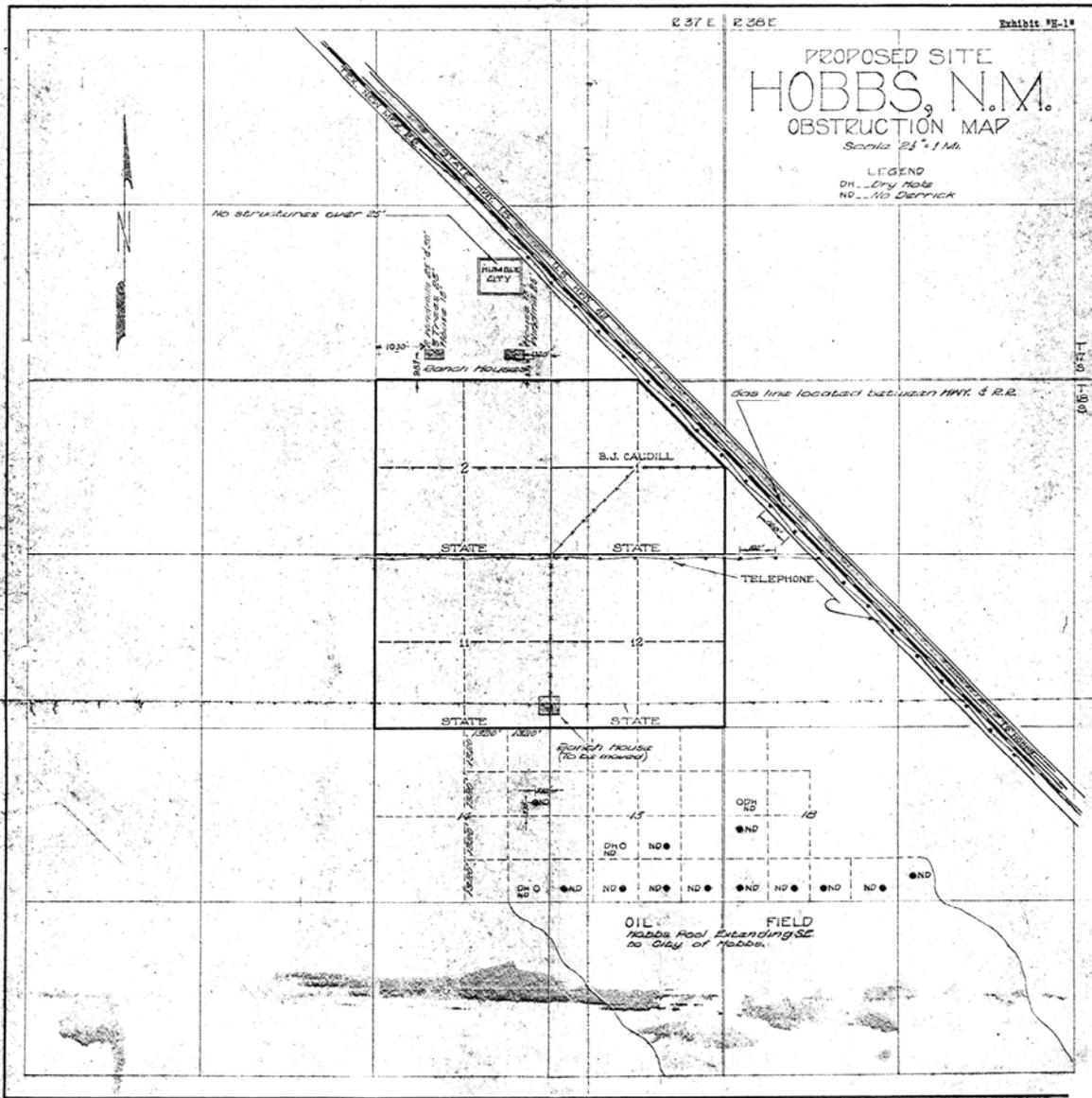


**Figure 3: Hobbs during the 1930s**

Photo courtesy of Mark Cotton

Following visits by the AAF in January 1942, it had been determined that the best site for the future HAAF was located in sections 1, 2, 11, 12 of township 18 south, range 37 east and sections 7 and 18 of township 18 south, range 38 east (N.M.P.M., Lea County). The north half of section 1 and section 2 was owned or leased from the State of New Mexico by B. J. Caudill, who sold his land to the City of Hobbs for \$6,000 (recorded in the Lea County Courthouse on June 8, 1942). D. N. Huston owned or held grazing leases for the remainder of the land for the new base. The City of Hobbs acquired the south half of section 1, and sections 11 and 12 from Huston for \$8,500 in a District Court settlement (case no. 5059, *The City of Hobbs, a Municipal Corporation v D. N. Huston*). This financial settlement was for the acquisition of grazing leases from the State of New Mexico. Huston then sold the west half of section 7 to the City of Hobbs for \$6,700 (recorded on August 26, 1942). Once obtained by the city, the land was leased to the federal government for \$1.00 per year for use by the AAF. The following year, as recorded in the county courthouse on October 23, 1943, the federal government purchased a small strip of land from Huston in the north half of section 18 for \$400 (U.S. Army 1945-47: 2; HDNS, 8/14/42).

The Huston ranch house and outbuildings were situated on lease land straddling sections 11 and 12 (Figure 4). The Huston family had used the land for cattle grazing operations for many years, so it was a difficult decision to sell and give up their ranch and grass leases. However, the city, after successfully working so hard to get an air base for the community, was adamant about securing title to the property and threatened condemnation to obtain it. By mid-April the Caudill and Huston properties were secured and the USACE was on-site immediately to survey the property and clear the land of ranch buildings and native vegetation. Sally Seed, the youngest daughter of D. N. Huston and an infant at the time of construction, remembers hearing family stories of bulldozers working ever closer to their house, while the family scrambled to get their belongings packed (Seed 2007). They moved their ranch house several miles to the south, just outside the HAAF boundaries.



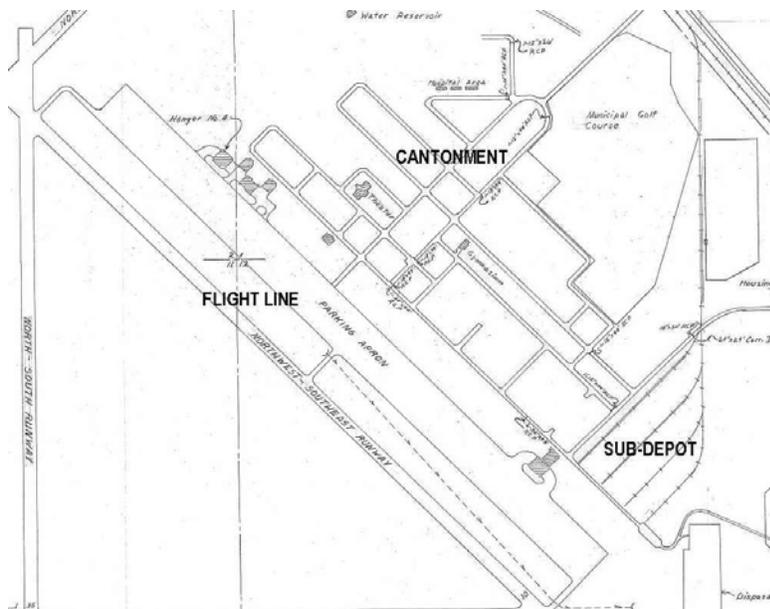
**Figure 4: Map of land acquisitions by the City of Hobbs for the U.S. Army. Note the location of Huston Ranch house straddling Sections 11 and 12.**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0099

## 2.3 Construction of HAAF

To facilitate construction activities, USACE opened a sub-district office in Hobbs on March 16, 1942. In April, the state announced plans to rebuild Highway 18, and the city built a caliche-surfaced road (now called Jack Gomez Blvd) from the highway to the base entrance (U.S. Army 1942: 5). The contractors for the construction project were Parks, Marshall & McClosky who were contracted to build 423 buildings (increased to 456 structures by the end of December); Hayner & Bruner for the utilities installation; and a partnering of three firms to form Allison, Armstrong & Thygesen to build the landing fields, roads, and drainage system. These three firms were experienced in building roads, bridges, dams and airfields in the state. Their previous work included Conchas Dam, Fort Wingate Ordnance Depot, and the Clovis and Las Vegas airfields (*HDNS*, 9/9/42). The engineering firm of Wilson & Company designed the buildings for the base. Headquartered in Salina, Kansas, Wilson & Company opened a branch office in Albuquerque in 1942 to handle their military work. By June 1<sup>st</sup>, more than 100 workers began grading the airfield's runways, and by the end of the month more than 1,000 workers were on base, working day and night to meet the scheduled completion deadline of mid-September.

The 3,066-acre base was designed according to a standardized plan consisting of three main parts: (1) a cantonment area, (2) a supply Sub-Depot, and (3) the flight line, runways, and taxiways (Figure 5). The buildings and structures in these areas were built from standard AAF plans and specifications for temporary buildings, referred to as Series 700 (Garner 1993). There is some question as to whether HAAF structures were mobilization type buildings or Theater of Operations (T.O.) type buildings. The latter were normally used for bases located



**Figure 5: Divisions of HAAF**

outside the continental United States, and were constructed of less permanent materials. For example, except for the Women's Army Air Corps (WAAC) two-story barracks, the living quarters for enlisted men and officers were all one story, were poorly insulated, and did not have central heating or indoor plumbing – features similar to T.O. type buildings. On the other hand, many of the administrative and recreational buildings were more substantially built and more similar to the Series 700 structures than T.O. structures.

In any case, most of the buildings at HAAF were of simple design, were easy to construct, and offered few amenities. The structures were 2 x 4 wood frame supported by concrete piers or, for buildings requiring a more substantial foundation, concrete stem walls. In some cases, a metal strap was affixed to the pier to hold sill plates which were surmounted by floor

joists, and in others, bolts were set in the concrete, holes drilled through the sill plate and then a nut attached to hold the sill plate in place (Figure 6). In others the stem wall included anchor bolts to which a wood sill was affixed (Figure 7).

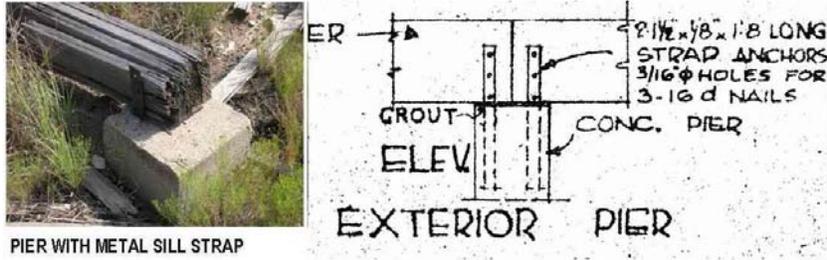


Figure 6: Strap at pier

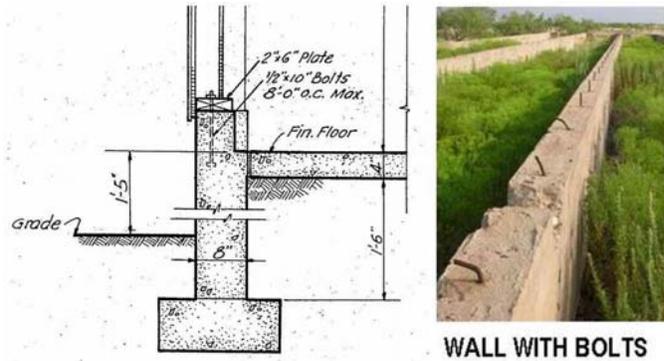


Figure 7: Foundation with bolted sill plate (original drawing and current condition)

Walls were sheathed with Transite, a composite cement and asbestos board (Figure 8). The buildings had gable roofs covered with rolled roofing. Other structures, such as hangars, warehouses, mechanics shops, lavatories, heating plants, and kitchen areas in the mess halls were built of slab-on-grade to better accommodate heavy work tasks, facilitate sanitary sewers or offer better fire protection. Runways and taxiways were constructed by laying a caliche base, which provided a solid foundation for the B-17 aircraft, surfaced by asphalt and concrete.



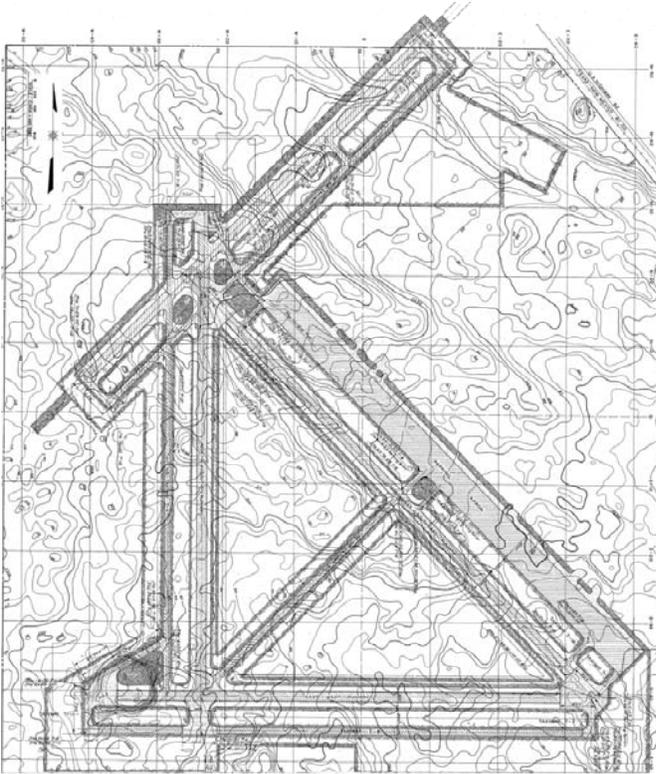
BARRACKS WITH TRANSITE SIDING

TRANSITE & LUMBER REMAINS

Figure 8: Transite in 1940s and in 2007

Source: *U.S. Army Air Forces Yearbook* (left) and field photo for Building 673 (right)

Construction at HAAF was essentially completed by mid-year of 1943. Upon completion, the cantonment area consisted of officer's quarters, cadet's barracks, WAAC quarters, and enlisted men's squadron barracks spread across the center of the base. The administrative and recreational buildings were located in the center of the base, while the base



hospital was set off in the northeast corner. The Sub-Depot for off-loading and storing equipment and supplies was located at the southwestern end of the facility where railroad spurs came off the main railway line (Figure 5). The ordnance area was situated in the far southeast corner of the base. The flight line was comprised of maintenance hangars and buildings, pilot training facilities, and squadron operations buildings. The training aircraft were parked on the “ramp” or parking apron in front of the flight line with the runways and taxiways criss-crossing the land field (Figure 9). By September 1942, with the base facilities still under construction, HAAF was ready to welcome its first class of trainees.

**Figure 9: Runway Layout**

## 2.4 HAAF Operations

The first class of 80 cadets for bombardier school arrived on September 7<sup>th</sup> (Thole 2007: 35). Twenty instructors were on hand to greet the cadets, as were a detachment of medical personnel and men from the 853<sup>rd</sup> Ordnance Service Company who had been transferred from Albuquerque Air Base (now Kirtland AFB) in August (U.S. Army 1942: 8). On November 21<sup>st</sup>, the first and only class of the bombardier school graduated from the HAAF. Halfway into their training, it was learned that the airfield’s mission was to change to become a specialized four-engine pilot transition school where pilots would be trained to fly the AAF’s long-range bomber, the B-17 “Flying Fortress.” In addition, the base offered training in highly specialized four-engine maintenance, chemical warfare, and post administration.

HAAF was under the command of the Army Air Forces West Coast Training Center (AAFWCTC) based in Santa Ana, California – one of three geographically based components of the U.S. Army Air Forces Flying Training Command. The AAFWCTC had decided to place the four-engine flying school at HAAF because it was still under construction and could be easily modified with new facilities for pilot training; the runways could be easily lengthened to accommodate the longer runways to handle the B-17; and the caliche base underlying the runway could support the aircraft’s extra weight. There were two other B-17 training bases: Hendrick Field in Sebring, Florida, which was activated in January 1942, and Lockbourne Army Air Field, located near Columbus, Ohio, which was activated on June 15, 1942 for glider training, and which became a B-17 pilot training base and pilot instructors school in January 1943. One hundred four-engine mechanics were transferred to HAAF from Hendrick Field to form the nucleus of the B-17 maintenance crews, while instructors from Lockbourne were shipped to both Hendrick Field and HAAF.

On December 14, 1942 the first class of 46 four-engine pilots (including a cadet from Hollywood, California named Jimmy Stewart) began their training using the out-dated D and F models of the B-17 (U.S. Army 1942: 33). The first prototype for the B-17 (model 299) was built in 1937 by the Boeing Company, Seattle, Washington (<http://www.boeing.com/history/boeing/b17.html>). The British Royal Air Force used the B-17C in combat over Europe in 1941. The B-17E was the first model mass-produced for combat and featured the tail gun turret. It had nine machine guns and a 4,000-pound bomb load with a crew of two pilots, a bombardier, radio-operator, five gunners. The E model, of which 512 were produced, became the workhorse of the 8<sup>th</sup> Army Air Force in Europe starting in January 1943. The next model, the B-17F, added a “chin turret” machine gun to defend against a frontal attack. A total of 3,405 B-17F’s were produced. The final production model, the B-17G, increased its weaponry to 13 machine guns and a 9,600 pound maximum bomb load. A total of 8,680 B-17Gs were produced before the end of the war (<http://www.aviation-history.com/boeing/b17.html>).

Under the command of Colonel Joseph P. Bailey, who arrived in October of 1942, HAAF grew rapidly to 15 squadrons comprised of 5 two-engine flying squadrons, 6 bombardier training squadrons (used for both training and first echelon maintenance), a base headquarters squadron, a guard squadron for maintaining internal security, a weather squadron, and a 39-member AAF band by 1943. Other support services included a photography section to document the operations of the base and a Red Cross section to assist military personnel with special needs (U.S. Army 1942: 58-63). By the end of 1943, the base supported 3,172 enlisted men and officers and 433 civilian employees (Thole 2007: 38).

The use of civilian employees at HAAF was a critical element during this time of general manpower shortages. In addition to the numerous clerical jobs – there were 100 typists on base – civilians filled many of the positions in the Sub-Depot doing aircraft maintenance, working in the quartermaster supply warehouses, motor pool, fuel and oil service areas (U.S. Army 1944: 17). In May 1942, even before the base began construction, civilian applications were taken for the initial group of 50 skilled positions (aircraft mechanics, electricians, welders, and sheet metal workers) that would be needed when the base opened (*HDNS*, 5/24/42; U.S. Army 1942: 7). Successful applicants were sent to Ellington Field in Houston for three months of specialized training, and upon their return to HAAF, they were expected to train others in these skills. In December 1942, twenty female aircraft mechanics arrived at HAAF from Duncan Field, San Antonio, to work in the Sub-Depot. They were employed in the propeller shops, electronic repair shops, and machine and sheet metal shops on base.

One of the biggest hurdles to bringing in civilian employees was the lack of civilian housing in the neighboring towns of Hobbs and Lovington. In early 1943, the base built two civilian dormitories – one for men and one for women – for essential workers near the Sub-Depot, but these proved to be inadequate. Later that year, they added a much larger civilian housing project called “Los Llanos.” This complex (176 apartments) housed key civilian personnel who often traveled from base to base where their services were needed. As base activities were winding down after the war, it was used for military housing. In 1948, after the HAAF was deactivated, the City of Hobbs assumed ownership and area was renamed “Air Base City,” thus filling a critical need for post-war housing in the 1950s.

By using a combined military and civilian work force, HAAF fulfilled its mission of “taking fliers who have just finished their advanced pilot training and gotten their wings and commission . . . [and training] them to be finished commanders of 4-engine planes. Ready to go into combat” (*HDNS*, 5/30/44) (Figure 10).



**Figure 10: 857<sup>th</sup> Crew**

Photo courtesy Hobbs Chamber of Commerce

## 2.4.1 Pilot Training

The main component of HAAF's mission was the training of B-17 pilots. However, when the training was first initiated, there were no AAF instruction manuals, training aids, curriculums, and only a handful of instructors. Developing a curriculum was an experimental effort, created "on-the-job," and modified each year as classes graduated and the training regime was evaluated. The training goals were, however, simple: Train the pilots and move them to the combat zones as quickly as possible.

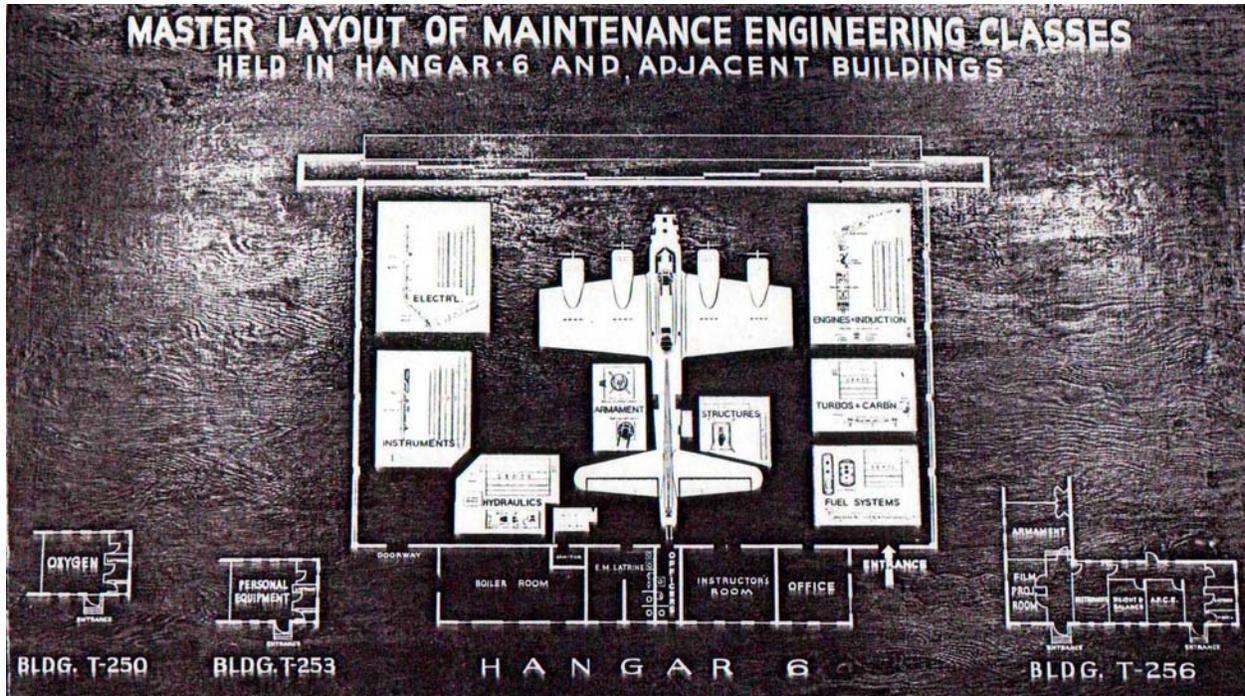
The instructors had nine weeks to graduate each incoming class. A pilot's training day ran from 6:00 am to midnight and included long-distance weekend flights that lasted at least 10 hours. A cadet's total flying time over the nine weeks was 105 hours, including instrument training and formation flying. In addition to the time spent in the air, every cadet was given a thorough course in AAF technical orders and regulations on flight safety; instruction in how to file flight plans and obtain clearances; and an understanding of base operations (U.S. Army 1943b: 49-50). They learned to use the aircraft's radio as well as oxygen and navigation equipment on board. Cadets were instructed in how to handle emergency procedures such as runway overshoot, engine failure, engine fires, and landing gear failure. They were taught how to properly abandon an aircraft, both in-flight and in the case of a crash landing. Landing and takeoffs were key instructional elements, including how to handle the airplane without flaps or power, how to use high and low approaches, how to land and takeoff in cross-wind conditions, and the effects of landing and taking off under maximum loads. They also spent numerous hours learning to fly at night and under conditions of minimum visibility. The base used Link trainers to simulate "instrument only" conditions (Figure 11).



**Figure 11: Pilot training in link trainer**

Source: *U.S. Army Air Force Yearbook*, 1943

The cadets were also taught how the four-engine aircraft worked. They were instructed in the basics of engine mechanics, hydraulics, fuel systems, and other aircraft systems by members of the various maintenance squadrons. Hangar 6 (Building 254) contained a mock-up of the B-17 operating systems to facilitate instruction (Figure 12) (U.S. Army 1943b: 67-68).

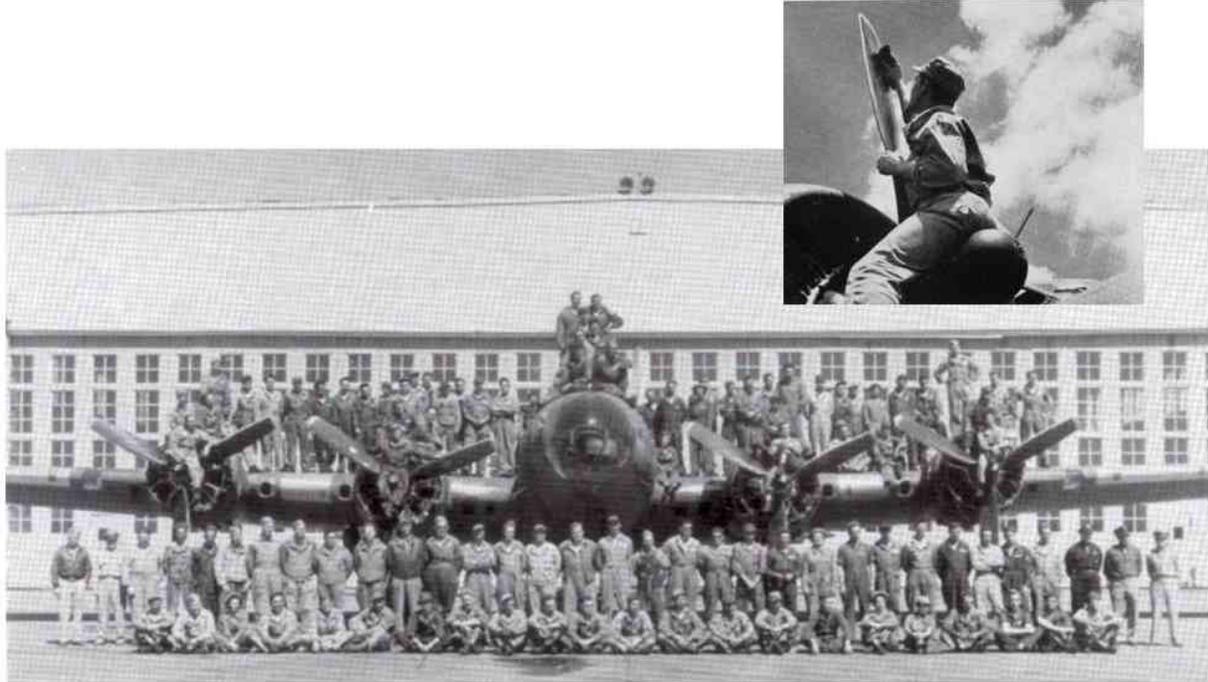


**Figure 12: Training Stations in Hangar 6**

Photo courtesy of Hobbs Chamber of Commerce

## 2.4.2 Mechanics Training

To keep aircraft aloft twenty-four hours a day, B-17 aircraft were subject to routine inspections for every 25 hours of flying time (*HDNS*, 7/11/45). Each aircraft maintenance squadron, consisting of 43 men plus civilian employees, learned much of their mechanic skills “on the job.” Using a concept of production line maintenance, specialized teams of men and equipment performed specific maintenance tasks in an allotted amount of time. This “moving-line” system rolled the aircraft through the work line utilizing two larger hangars and two smaller ones. Maintenance personnel (100 men and women per shift) worked in three shifts, 24 hours per day, to perform routine inspections and correct other problems reported by the flight crew. If extra work was needed, an aircraft was pulled out of line to perform the repairs (U.S. Army 1944: 16). Engines were regularly replaced, and the old engines returned to the factory to be rebuilt, while smaller parts were serviced at specialized shops located on base. Squadrons also had personnel who were qualified aerial engineers. These men flew the aircraft on “test hops” following repairs. The HAAF became quite adept in four-engine maintenance. In July 1945, *The Hobbs Daily News-Sun* (7/11/45) reported that a HAAF maintenance squadron had replaced two aircraft engines in two hours – a task that normally took four and one-half hours for each engine.



**Figure 13: HAAF Maintenance and Flight Crew**  
Photo courtesy Hobbs Chamber of Commerce (insert from *U.S. Army Air Forces Yearbook*)

### 2.4.3 Supplying HAAF: The Sub-Depot

Keeping the aircraft flying required not only maintenance squadrons working around the clock, but also an efficient way of supplying these crews with the necessary parts and equipment. Six railroad spur lines served the base's Sub-Depot located at the southern end of the flight line. This area included the quartermaster's office and eleven large warehouses. The 909<sup>th</sup> Quartermaster Company had warehousemen, bookkeepers, shoe repairmen, truck drivers, stock clerks, and administration clerks (U.S. Army 1943a: 2). The warehouses were used for Air Command parts and equipment as well as quartermaster supplies. Railroad cars delivered everything from uniforms to shipments of oil and fuel to replacement aircraft engines. The Sub-Depot also employed a large number of civilians – a total of 252 in 1943 (U.S. Army 1943b: 131).



**Figure 14: Quartermaster activities at the Sub-Depot**  
Source: *U.S. Army Air Forces Yearbook*

## 2.4.4 Recreation Facilities

HAAF offered a variety of recreational services on-base (Figure 15). By the end of 1943, the base had a library with over 2,000 volumes, a post movie theater, a weekly radio program, and athletic facilities (gymnasium, baseball fields, two swimming pools, and a bowling alley). In addition, special U.S.O. shows were popular events. The first show, on October 19, 1942, featured the ventriloquist, Edgar Bergen (and his “helper” Charlie McCarthy), while the base’s first anniversary celebration on November 10, 1943 featured a young songstress named Dinah Shore who put on shows for both enlisted men and officers. The base had two chapels, one for Catholic and the other for Protestant services. Each squadron barracks area featured recreational day rooms, as well as an enlisted men’s service club, a non-commissioned officer’s club, and an officer’s club that sponsored dances and special events. The base had its own newspaper, *The Bomb Blast*, which reported on daily activities and special events (the *Hobbs Daily News-Sun* also devoted a section of the paper every week to “air base news”).

Military personnel could also take a bus seven miles into Hobbs for entertainment. The city had several movie theaters, nightclubs, restaurants, and a U.S.O. club that sponsored nightly events. Many of the service men and women were also befriended by members of the community (some of whom worked on base), who invited them to their homes for “home-cooked” meals and friendly conversation.



**Figure 15: On-base recreation**  
Source: *U.S. Army Air Forces Yearbook*, 1943

## 2.4.5 Base Diversity

On June 16, 1943, base personnel were surprised when a detachment from the 817<sup>th</sup> WAAC Post Headquarters Company arrived at HAAF from Fort Oglethorpe, Georgia. The first WAACs were primarily support personnel including clerks, bookkeepers, cashiers, and phone operators. Later arrivals had more specialized skills, such as photographic technicians, radio mechanics and operators, and mechanics who worked on the flight line. The WAACs had their own living quarters that consisted of a two-story barracks with interior plumbing and laundry, mess hall, and day room complete with a snack bar, juke box, piano, radio, and ping-pong table (U.S. Army 1943a: 67-68).



**Figure 16: WAAC Day Room**  
Photo courtesy of Hobbs Chamber of Commerce

At the opposite end of the base, set off from the other barracks by a small stretch of open space, was housing for the African-American, or “Colored,” troops--the 342<sup>nd</sup> Aviation Squadron – who were mechanics that specialized in B-17 engine exchanges, as well as the 1013<sup>th</sup> Quartermaster platoon (Figure 17). The aviation squadron included mechanics and five men who were qualified to fly test hops following repairs. The platoon was assigned to the Sub-Depot (U.S. Army Air Forces 1943).



**RECREATION** **ON BASE** **OFFICE WORK**  
**Figure 17: 342<sup>nd</sup> Aviation Squadron activities**

Source: U.S. Army Air Forces Yearbook

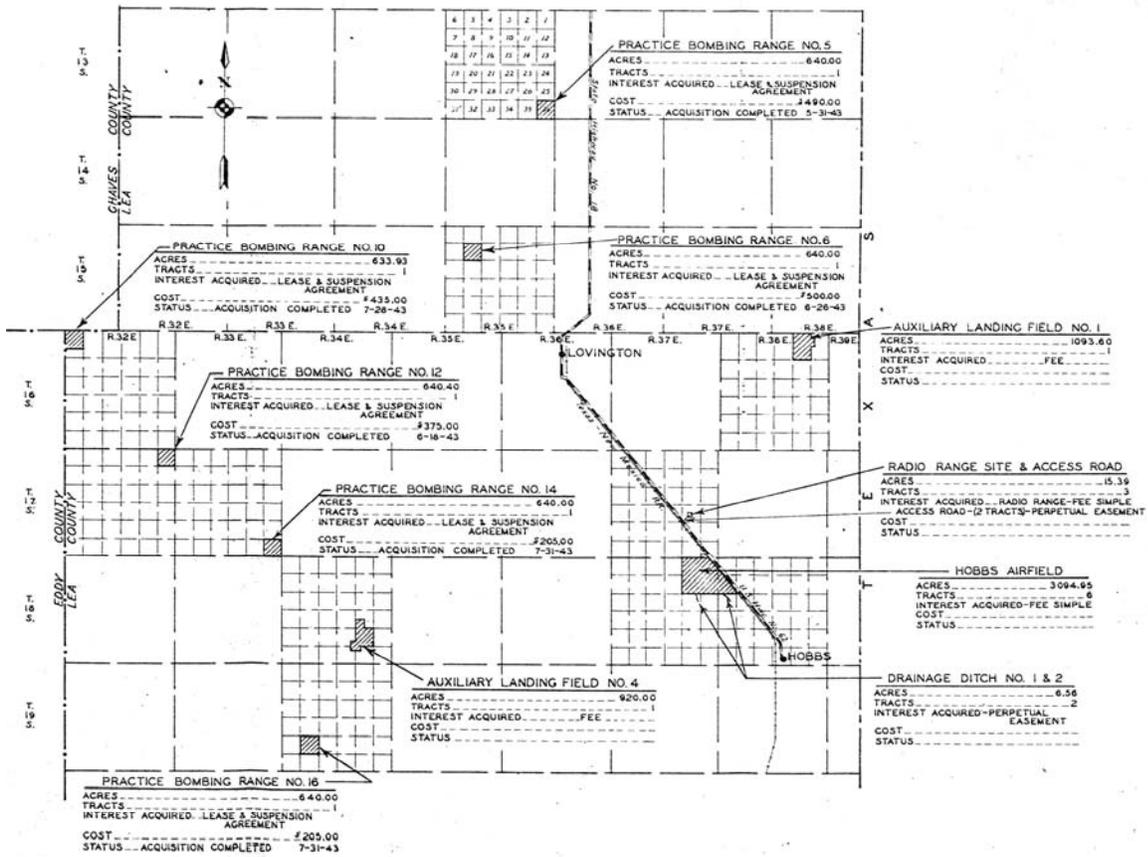
## 2.4.6 Off-Site Facilities

HAAF’s mission included the training of bombardiers and B-17 pilots. To accomplish these missions, the AAF constructed seven practice bombing ranges (PBR) and two auxiliary landing fields (ALF) in the sparsely inhabited range lands within 40 miles to the north and west of HAAF (Table 1). The bombing ranges consisted of targets such as concentric circles or the outlines of a building or ship made by scraping away the topsoil and exposing the lighter color underlying caliche (Figure 19). The auxiliary landing fields were concrete airstrips utilized by the cadet pilots for “touch and go” landing exercises. They could also be used for emergency landings.

**Table 1: Location of HAAF Off-Site Facilities**

Source: Wilson & Co. Record Drawing, “Regional Map”, June 1943

Facility Type	Number	Township	Range	Section
<b>Practice Bombing Ranges</b>				
PBR	5	13 S	35 E	36
PBR	6	15S	35 E	8
PBR	7	14 S	34 E	3
PBR	10	16 S	32 E	6
PBR	12	17 S	32 E	1
PBR	14	17 S	33 E	36
PBR	15	19 S	34 E	29
<b>Auxiliary Landing Fields</b>				
ALF	1	16 S	38 E	2
ALF	4	18 S	34 E	28
<b>Radio Range</b>				
Radio Range	n/a	18 S	37 E	23



**Figure 18: Practice bombing ranges and auxiliary fields near HAAF**  
 Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0324



**Figure 19: Aerial of Practice Bombing Range**  
 Source: U.S. Geological Survey



A third type of off-site facility was the radio range. This transmitter radiated coded signals in all directions in order for the aircraft to determine their bearings. It was located three miles due north of the north-south runway (Figure 20).

**Figure 20: Radio Range building, prior to 2007 demolition**

## 2.5 Post-War HAAF

In May of 1945, with the Allies in control of the war in the Pacific, the AAF determined that it had enough four-engine pilots and future pilot training classes were cancelled. Five months later, command of the HAAF was transferred from Western Training Flying Command to the Central Flying Command out of Randolph Field, San Antonio, Texas, resulting in the HAAF changing its AAF designation from the 3017<sup>th</sup> AAF Base Unit to the 4160<sup>th</sup> (U.S. Army 1945-47:1). The change of command resulted in a change in mission from pilot training to the temporary storage of A-26 Invaders and P-51 Mustangs. Training personnel and the detachment of WAACs were shipped out and more mechanics were brought in. Base strength was now 174 officers, 877 enlisted men, and 437 civilians.

From November 1945 to August 1946, 1,460 (also reported as 1,600) A-26s and P-51s were “pickled” to prevent corrosion during storage. This “pickling” process, also referred to as “cocooning,” was a labor intensive effort that started with treating all surface corrosion and parking the aircraft in a permanent spot on the base (Thole 1999: 158-60). The exterior paint was then removed using a solvent and power-wash. The nose wheel and main gear nacelle door were removed as were the fairing on the tail skid assembly, micro switches, airspeed indicators, and pressure and static drain lines. All exposed openings, such as wheel wells and engine nose sections, and all fabric and Plexiglas surfaces were sealed with a plastic web and sealing compound. The first coat of plastic, dyed yellow to help determine thickness and consistency was then applied, followed by a red coat, and then dried using heaters. A dehydrating agent was distributed throughout the aircraft. When completely dry, the plane’s surface was sprayed with an asphalt-based coating and then painted with an aluminum paint to reflect the sun. A final inspection looked for excess moisture and humidity before it was accepted for storage.

While the aircraft were being pickled, unused buildings on the HAAF were being boarded up and surplus equipment was being shipped to other bases or sold at public auction (*HDNS*, 2/13/46). A total of 250 buildings, such as barracks, mess halls, and latrines, were sold to nearby school districts, local governments, businesses, and private citizens (Figure 21). The two base chapels were given to Baptist churches in Hobbs. These sales were handled through the War Assets Administration and continued through 1947.



IMMANUEL CHURCH  
former base church

EBENEZER CHURCH  
former base church

LOVINGTON TEACHERAGES  
former base barracks



HANGARS

**Figure 21: HAAF Buildings that were sold and moved to Hobbs and Lovington**

Historic photos courtesy of Hobbs Chamber of Commerce

In the fall of 1946, base personnel began to ferry surplus aircraft to National Guard Units located throughout the country (U.S. Army 1946). In April of 1947, 1,600 men from the 59<sup>th</sup> Air Depot stationed at Kelly Field, San Antonio, were transferred to HAAF to oversee the aircraft storage and to continue ferrying planes off the base.

In early November of 1947, AAF declared HAAF's mission "completed." In December 1947, the 59<sup>th</sup> Air Depot unit was transferred to Rome, New York, leaving just 12 officers and 170 enlisted men on the HAAF to dispose of the remaining equipment and supplies. By March, 1948, that number had been reduced to one officer and 50 civilian employees, and only 194 buildings (out of over 450 originally built) were still standing (*HDNS*, 3/29/48). The base was officially decommissioned on May 5, 1948. All remaining property was transferred to the control of USACE.

### 2.5.1 The City of Hobbs Assumes Ownership

The City of Hobbs received a quitclaim deed from the federal government in December, 1948, giving ownership of HAAF to the city (*HDNS*, 12/28/48). The city immediately began lobbying its Congressional delegation to petition the Defense Department to re-activate the base, an effort that lasted into the early 1950s. United States Air Force (USAF) officials deemed the runways inadequate for jet aircraft, and the city responded by funding a project to resurface 25,000 feet of runways (*HDNS*, 1/10/51; 6/12/51). This effort was to no avail, however, as in October 1952 the USAF officially declared that the base would not reopen (*HDNS*, 10/29/52).

In November 1948, Hobbs government officials decided to convert the former on-base civilian housing project ("Los Llanos") to rental apartments. They signed a ten-year lease with

local realtors A. E. Stokes and M. A. Shaw to manage the property. “Air Base City,” consisting of 176 rental units, underwent a rehabilitation project in the summer of 1953 that redecorated apartment interiors, widened streets, and re-opened the old HAAF theater and the base gymnasium (*HDNS*, 12/13/53). It became a self-sufficient village with church, self-serve laundry, grocery store, café, and drug store. Eventually, there was a falling out between the city and the property managers, which resulted in a lawsuit and a decision by the city to abandon the project. The apartment buildings were subsequently either moved off-site or were demolished.

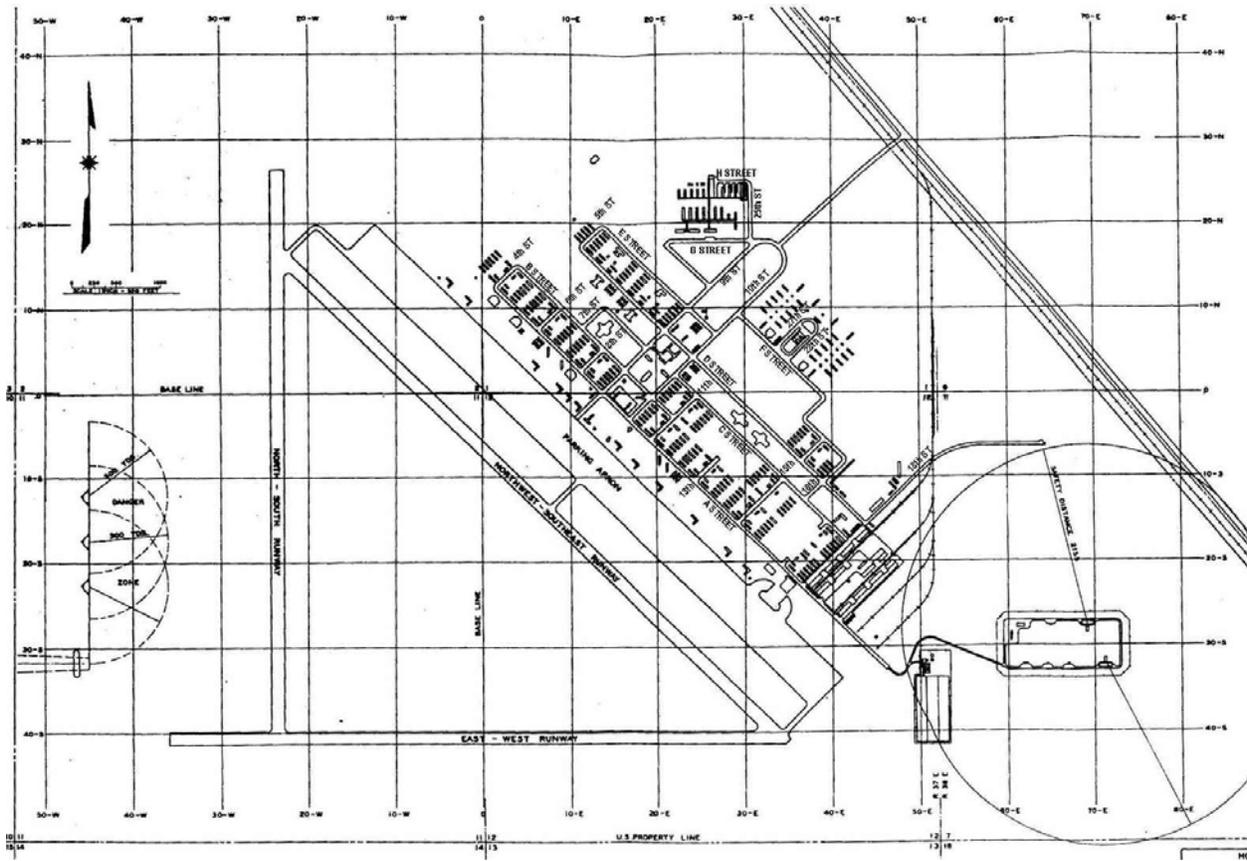
## 2.5.2 The City Turns to Developing the Hobbs Industrial Air Park (HIAP)

In the 1960s, the City of Hobbs turned to the idea of developing the former HAAF into an industrial park. In 1975 Halliburton oil field services became the first major lessee, while other smaller organizations, such as Hobbs Motor Sports and the National Soaring Society, leased parts of the landing field in the 1980s and 1990s. Other parcels were sold to a private company (Cam-Hobbs), to Lea County for construction of a correctional facility and medical center, to the State of New Mexico for a new National Guard Armory, and to the New Mexico Junior College for a new campus, which included the HAAF ordnance depot (including several “igloos” which are still used as storage for the college). Since these facilities were located on the edge of the former air field, their construction did not affect the building remnants of the HAAF.

The State of New Mexico built the Harry McAdams State Park on land formerly encompassing the base headquarters, administrative area, and parade ground between 9<sup>th</sup> and 10<sup>th</sup> streets. Park ownership was later turned over to the City of Hobbs. A municipal golf course was constructed in the areas formerly containing the officer’s quarters, including the officer’s club and dining facilities. The course also encroached upon barracks areas, enlisted men’s mess halls, and motor pool area at the south end of the base. Construction of the park and golf course wiped out all vestiges of buildings associated with the HAAF.

### 3.0 GENERAL LAYOUT OF HAAF

HAAF was oriented northwest to southeast, with the cantonment area facing southwest (Figure 22). The cantonment consisted of areas dedicated to administration, pilot and maintenance training; living quarters and mess for enlisted men, WAAC, and officers; the hospital, base recreation, and aircraft maintenance; quartermaster and supply depot; and the motor pool and ordnance storage. The “flight line,” marked by a concrete parking apron (“ramp”) was located southwest of the cantonment, and the runways and taxiways were set up in a standard triangular pattern further to the southwest.



**Figure 22: General Layout Map showing grid and streets**

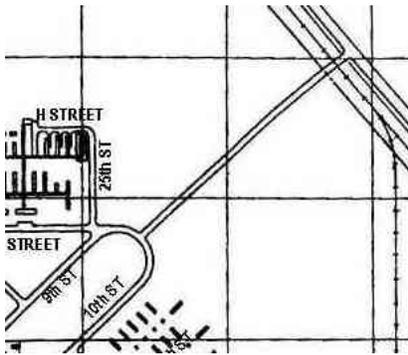
Source: Wilson & Company drawings

The base was laid out in a grid system defined by streets. Lettered streets (A, B, C, etc.) ran northwest-southeast, while numbered streets were oriented northeast-southwest. To better facilitate construction management, the project engineering firm, Wilson & Co., divided the base (excluding the runways and taxiways) into “areas” designated by the letters A through P. Each area had its own cut sheet showing building number, location, size, location of utility lines and streets. In addition, the Army Air Force laid a grid system over the entire base. The grid consisted of 1,000-foot squares situated on a baseline that ran north-south and east-west through the approximate center of the facility. There were 80 grid units to the east and 50 grid units to the west, and 60 grid units to the north and 40 grid units to the south.

The general layout of the base consisted of:

1. Base Entrance
2. Administration Area
3. Pilot and Maintenance Training
4. Living Quarters and Mess Halls
5. Hospital
6. Base Recreation
7. Aircraft Maintenance
8. Quartermaster, Supply Depot and Motor Pool
9. Ordnance Storage
10. Other Support Buildings and On-Base Civilian Housing
11. Water & Sanitation, & Solid Waste Disposal Facilities
12. Landscaping
13. Flight Line
14. Runways and Taxiways

### 3.1 Base Entrance



The main, and only, entrance to the base was from the Lovington to Hobbs Highway (now NM Highway 18). The HAAF main gate was located just southwest of the Texas-New Mexico Railway tracks that paralleled the highway. After passing through the gate, the main street (26<sup>th</sup> Street) bifurcated into two parallel streets (9<sup>th</sup> and 10<sup>th</sup>), which led to the post headquarters and defined the parade ground.

**Figure 23: Road at Base Entrance**

Source: Wilson & Company drawings

### 3.2 Administration

The base's administrative buildings were divided between two areas: one in the center of the cantonment, the other on the flight line. The main headquarters building was located between A and E Streets and 9<sup>th</sup> and 10<sup>th</sup> Streets. It faced the parade grounds, which were in the horseshoe created by 9<sup>th</sup> and 10<sup>th</sup> Streets. Behind the headquarters building were the finance building, telephone and telegraph office, and the post office. A second headquarters building was located on the flight line at the northwest corner of A Street and 9<sup>th</sup> Street. The administration buildings for cadets (pilots in training) were situated along D Street, immediately southwest of the cadet's barracks. There were also administrative buildings for each individual squadron, which were located within the respective squadron barracks area.



**Figure 24: Headquarters Sign**

Source: *U.S. Army Armed Forces Yearbook*

### 3.3 Pilot and Maintenance Training



**Figure 25: Hangars, Squadron Operations, and Trainer buildings on flightline**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278

Training was generally conducted along the flight line, the exception being two large school buildings located along D Street, which were used for classroom teaching. The buildings on the flight line consisted of bomb trainer buildings and Link trainers (flight simulators).

### 3.4 Living Quarters and Mess Halls

As would be expected, barracks were the most commonly found building type constructed at the HAAF. The enlisted men's barracks were arranged in linear pattern between A and C streets and stretching the length of the base. Barrack areas were arranged by squadrons and consisted of living quarters, administrative, recreation, and supply buildings, and a lavatory (Figure 26). The cadet's barracks were situated in the northwest corner of the base along D and E streets between 5<sup>th</sup> and 9<sup>th</sup> streets. The WAAC's barracks were located at the southeast corner of 9<sup>th</sup> and E streets. The officer's quarters were set aside in the northeast corner of the base, separated from the rest of the cantonment area by an open field.



**Figure 26: Barracks Area**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278

There were three large mess halls for the enlisted men, two situated in the center of the base between C and D streets and 12<sup>th</sup> and 14<sup>th</sup> streets. The third mess hall was located to the

northwest, between B and C streets just to the southeast of 7<sup>th</sup> street. Base officers, cadets, WAACs, and African-American troops each had their own mess halls.

### 3.5 Hospital

The HAAF hospital was situated at the far north end of the base, just across the main entrance road from the officer's quarters. Unlike the other areas of the cantonment, the hospital buildings were oriented north-south, putting them at an oblique angle to the rest of the base. The hospital complex consisted of an infirmary, dental office, administration office, a flight surgeon's office and six ward buildings for in-patient care. The rest of the area consisted of four storehouses, six barracks, two staff quarters with lavatories, a mess hall, and two lavatories to serve the enlisted men's barracks. The medical buildings, storehouses, mess hall, and living quarters were connected by enclosed walkways. This area was serviced by a separate heating plant, with vehicle access to the plant and storehouses provided by 25<sup>th</sup> Street and H Street.

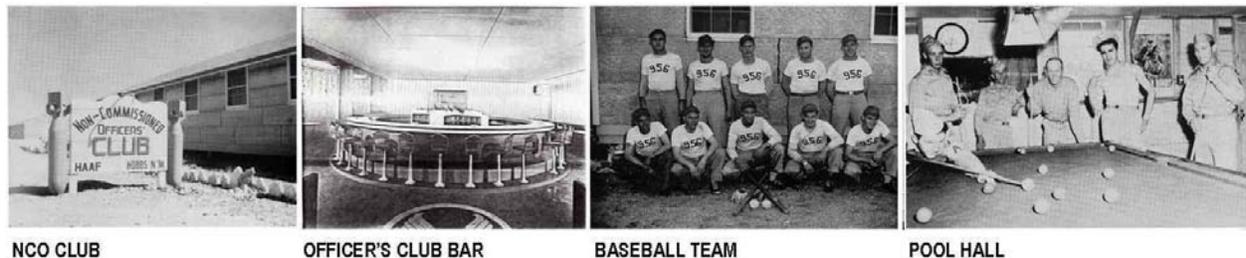
### 3.6 Base Recreation

HAAF offered a variety of activities for the service men and women to participate in during their free time. There was a base theater, which showed the latest motion pictures, a gymnasium featuring a basketball and handball courts, an enlisted men's service club, a non-commissioned officer's (NCO) club and an officer's club. Except for the officer's club, which was located in the horseshoe formed by 28<sup>th</sup>, K, and 27<sup>th</sup> streets in the center of the officer's quarters, the other recreational facilities were located in the center of the base. There were also baseball fields on base, and squadrons made up teams that played not only each other, but teams from other nearby bases as well. In addition, each squadron had a small recreation building in their barracks area.



**Figure 27: Main Recreation Area**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278



**Figure 28: Recreation**

Source: U.S. Army Air Forces Yearbook and Hobbs Chamber of Commerce

A post exchange (PX) and warehouse were situated between C and D streets just to the southwest of the post headquarters. There were two chapels – one for Catholic services and one Protestant. These were located in the center of the base just to the southwest of the PX building and warehouse.

### 3.7 Aircraft Maintenance

The buildings used for aircraft maintenance were located along the flight line. Each squadron was assigned a maintenance hangar that was situated near that squadron's barracks area for routine maintenance tasks (Figure 29). Larger jobs were carried out at the base engineering shop and its adjacent inspection building/hangar located at the far south end of the flight line. A storage yard was created just to the south of the engineering shop. Other smaller buildings, also located in this area, were constructed for specific maintenance tasks (e.g., the parachute building, propeller shop and instrument repair shop).



**Figure 29: HAAF Maintenance Hangar (Building 272)**

Source: Hobbs Chamber of Commerce

### 3.8 Quartermaster, Supply Depot, and Motor Pool

This large area was located at the south end of the base along 18<sup>th</sup> Street. The quartermaster's office was adjacent to four large quartermaster warehouses, four similarly-sized air command (A.C.) warehouses, two warehouses for the storage of inert materials, five buildings used for the storage of paint, oil, and dope (absorbent material used for making explosives), and gasoline and aviation fuel storage tanks. These warehouses and storage buildings stretched south along A Street (Figure 30).



**Figure 30: Warehouse Area**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278

This supply depot was commonly called the “Sub-Depot” and it was served by six railroad spur lines coming off the main Texas-New Mexico Railway line that ran parallel to the Hobbs-Lovington highway. Since the Sub-Depot was staffed with a large number of civilian employees, a large commissary was located next to the quartermaster warehouses.

Further up 18<sup>th</sup> Street was the base’s motor pool, which contained the gas station at the corner of 18<sup>th</sup> and D streets, the motor repair shop, grease racks, wash racks, and a warehouse.

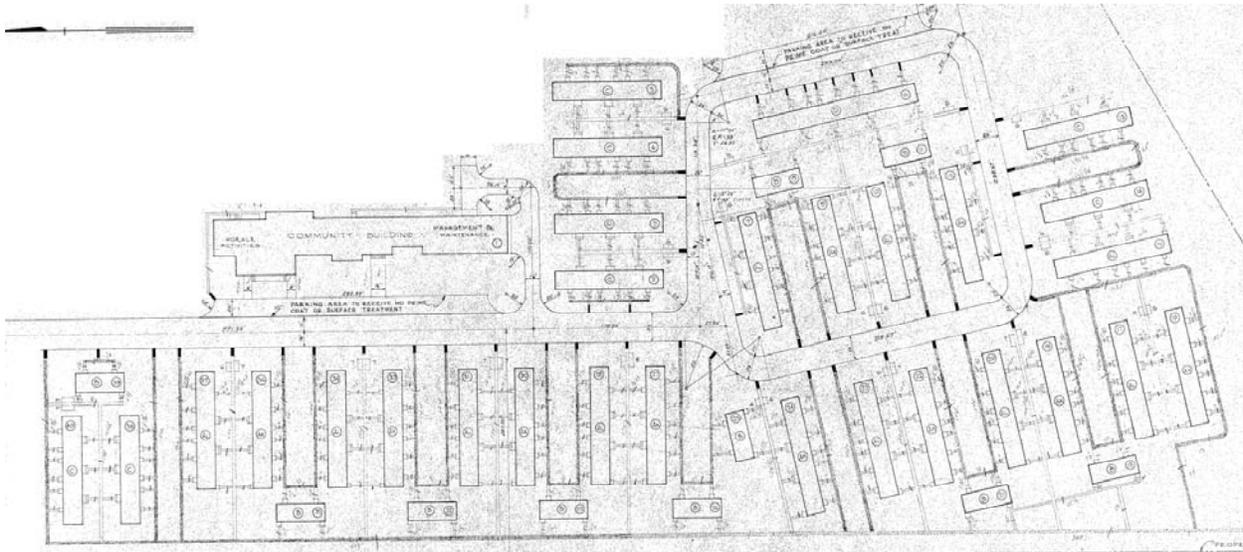
### 3.9 Ordnance Storage

The ordnance storage area was located about one mile southeast of the base cantonment. It consisted of eight buildings arranged in a rectangle and connected by a service road. Two buildings were concrete underground magazines with heavy blast doors. Other structures included one that housed small arms, as well as a three-door segregated storage building, chemical storage building, a pyrotechnics building, and a storehouse. A security fence encircled the compound.

### 3.10 Other Support Buildings and On-Base Civilian Housing

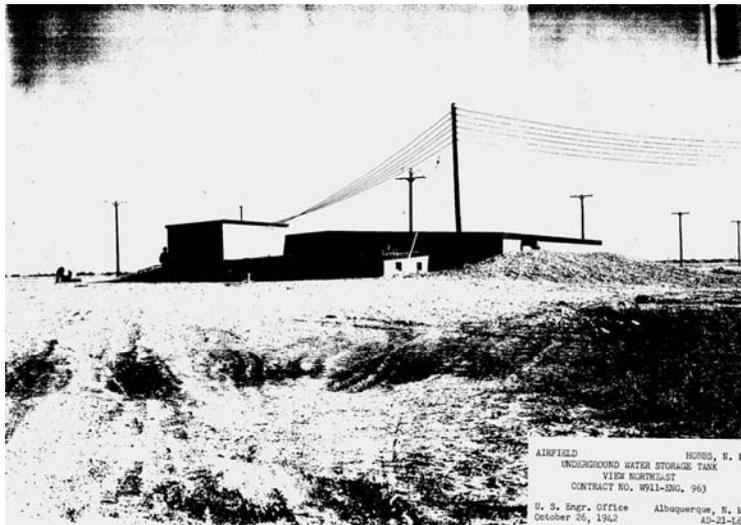
Two guard houses and a fire house were located between 9<sup>th</sup> and 10<sup>th</sup> streets northeast of A Street in the center of the base. Two garages used to house “crash trucks” were located along the flight line with direct access to the runways and taxiways.

There were a number of civilian positions at HAAF that were listed as ‘critical’ to base operations. Individuals in these positions were often transferred from other air bases to HAAF and given on-base housing. The first such housing area was located in the southeast part of the base, near the motor pool. It consisted of two dormitories – one for men and one for women – and a recreation building and mess hall. The second civilian housing area was a so-called Victory Housing Project known as “Los Llanos.” It was later renamed as “Air Base City.” It was comprised of 176 apartment-style buildings.



**Figure 31: Victory Housing Project**  
Source: Wilson & Company drawings

### 3.11 Water & Sanitation, & Solid Waste Disposal Facilities



**Figure 32: Water pumping station and underground water tank (Building 660)**  
Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278

The base had its own water system with a pumphouse and two elevated water storage tanks. It also had a sewage disposal system with two Imhoff tanks and a large leach field. The base operated a small landfill that was little more than a dump. It also operated an incinerator. These facilities were just east, across the railroad tracks, from the Sub-Depot.

### 3.12 Landscaping



HAAF had very little in the way of formal landscaping, except for some small trees planted in the barracks and administrative areas. The base did not have sidewalks connecting buildings or areas; however, gravel paths were laid out to facilitate pedestrian traffic. These paths were delineated by rocks made of white caliche. In addition, some squadrons re-created their military insignias using locally available rocks.

**Figure 33: Medical Insignia made from caliche**  
Source: *U.S. Army Air Forces Yearbook*

### 3.13 Flight Line

In addition to the aircraft maintenance and training buildings, the flight line also contained operations buildings for cadets and maintenance squadrons. The latter also served as offices for squadron crew chiefs. Three stage control towers were constructed along the flight line – two at each end of the line and one in the center near the flight line headquarters and the operations buildings. Two heavily fortified buildings, located northwest of 6<sup>th</sup> Street, contained vaults used for storing the top-secret Norden bombsight. Two large A.C. hangars were located near northwest end of the flight line. B-



17 aircraft were pushed into the structures for regular maintenance. The parking apron or “ramp” situated directly in front of the flight line buildings was 500 feet wide and 7,600 feet long (Thole 2007: 35), and surfaced with concrete.

**Figure 34: Flight line; note squadron operations buildings to right**  
Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278

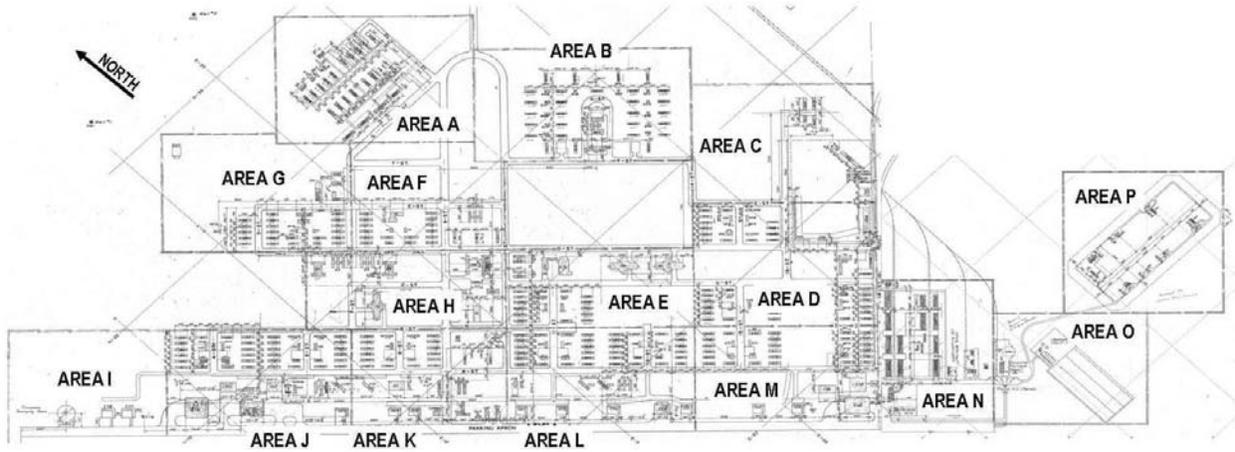
### 3.14 Runways and Taxiways

The southwest half of the base contained the runways and taxiways. There were four runways, oriented (1) northeast – southwest, (2) northwest – southeast, (3) east – west, and (4) north – south. They ranged in length from 5,500 feet (north – south) to 7,250 (northwest – southeast). The taxiways generally paralleled or connected the runways except for taxiway (T-6) the crossed the field to provide access to far southwest corner. The runways were constructed with caliche, which provided a hard base for heavy aircraft, and surfaced with

asphalt. The taxiways were surfaced with concrete to alleviate stress caused by turning the larger aircraft. Landing field lights were installed along the runways and taxiways for night flying exercises. There were also windsocks and other pilot aids scattered around the edge of the landing field.

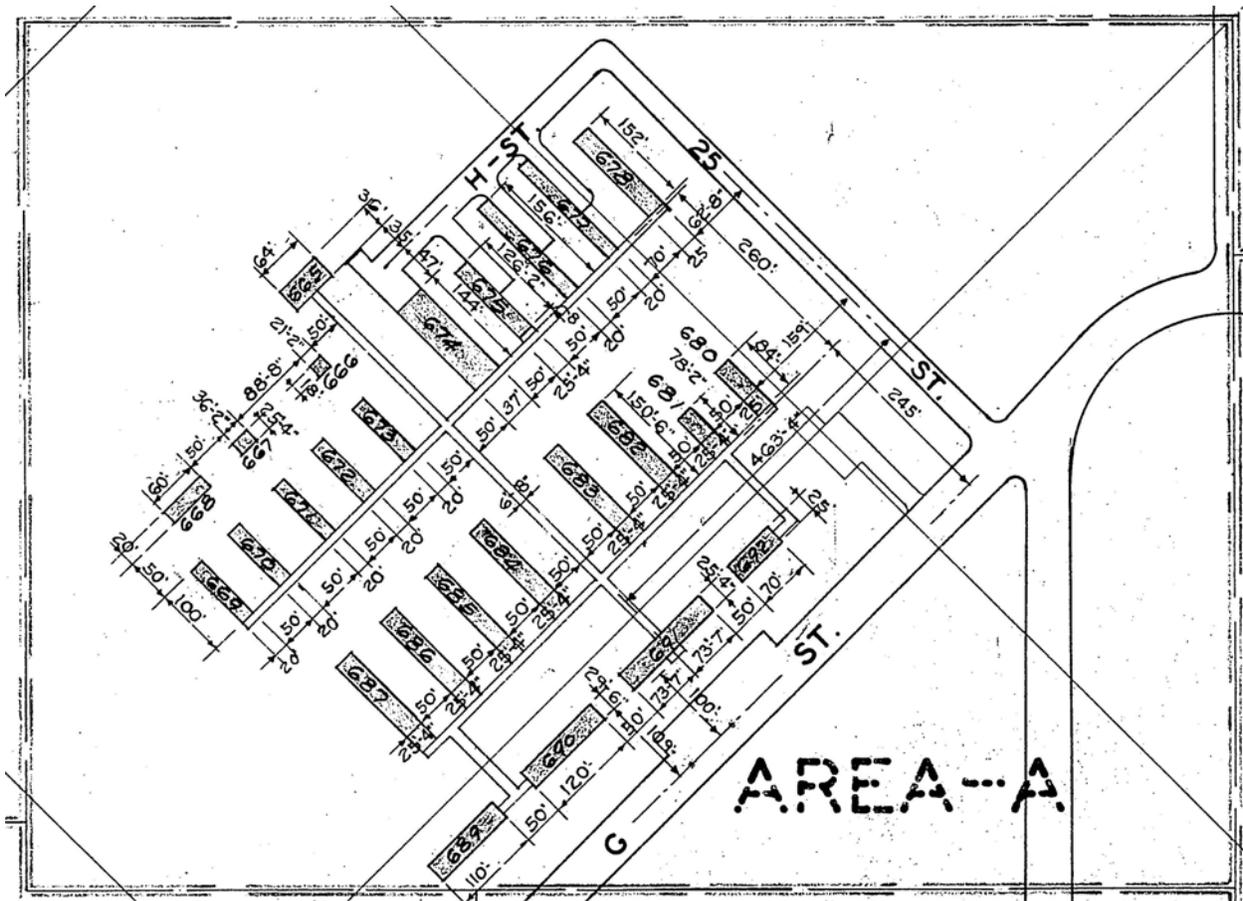
## 4.0 SITE DESCRIPTIONS

HAAF was divided into 16 areas by Wilson & Company as a means to present the construction drawings. Each area was identified by letter from A to P (Figure 35). These 16 areas are used to identify the remains of HAAF in this chapter.



**Figure 35: Site Plan**

## 4.1 Area A



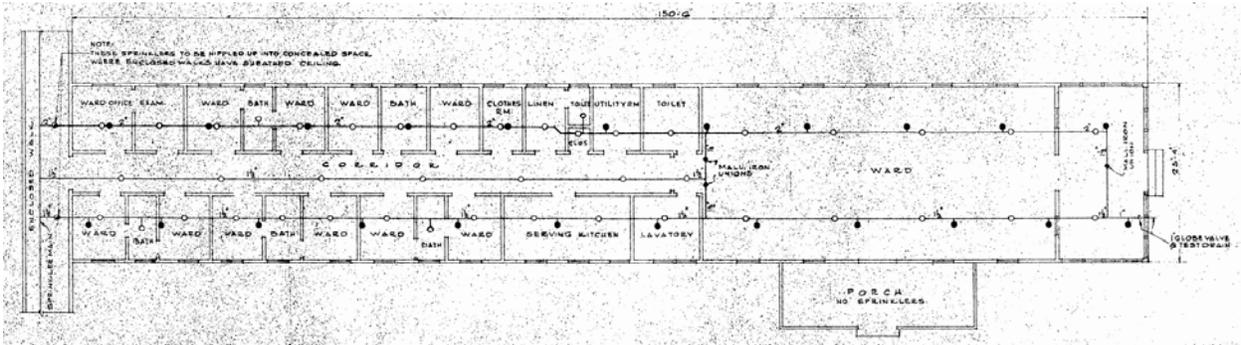
**Figure 36: Area A, north side of base**

Source: Wilson & Company drawings

The HAAF hospital area was located in Area A (Figure 36) at the northwest corner of the base – somewhat isolated from the main base housing and operations areas. It faced south and was situated at an oblique angle to the rest of the base. The first row of buildings included the administration building, dental clinic, and staff quarters and faced G Street, which intersected 9th Street – one of the main entry roads onto the base. The second row included ward rooms, the infirmary and facilities for the flight surgeon. The third row included hospital barracks, lavatory buildings, the hospital mess, and storage buildings. A heating plant serving Area A was sited behind the last row of buildings.

The storehouses and heating plant were served by 25<sup>th</sup> Street and H Street, which intersected G Street on the east side of the area. A covered walkway bisected the hospital buildings north to south connecting the administration building with the heating plant. Enclosed walkways were also built for the south-facing (front) entrances to Buildings 669 to 678 in the third row and Buildings 680 to 687. The enclosures were approximately eight feet wide, built of 2 x 2 lumber supports nailed to concrete piers (Figure 37). Like the adjacent buildings, historic photographs show that the enclosures were sheathed in Transite siding with regularly spaced windows (Figure 38). They were covered by what appears to a shed roof which was probably covered with rolled roofing paper, although this is difficult to see in the photographs. The area was serviced by water, sewer, gas, and electric lines. Outside the covered walkways, gravel

paths were cleared and lined on both sides with upright slabs of white caliche rock (similar to the paths in Figure 3). Many of these alignments are still visible throughout the area.



**Figure 37: Typical Hospital Ward Building, note enclosed walkway to left**

Source: Wilson & Company drawings



**Figure 38: Hospital Enclosed Walks**

Source: *U.S. Army Air Forces Yearbook*, 1943

There are no standing buildings left in Area A; however, 17 building foundations were noted during field survey. These foundations were represented by concrete piers, concrete stem walls, or slabs. These supported 2 x 10 joists and the wood building frame. Manholes and gas pipe fixtures are still present near the buildings, as are scrap piles of dimensional lumber, and Transite siding.

A subterranean concrete vault located just east of Building 684 was not identified in the 1944 building inventory and the vault was not shown on the 1943 plan drawings, but its remains are clearly visible on the ground. The concrete vault appears to be a septic tank. A sewer line, running N-S, is shown on the plan drawings adjacent to vault on its west side. This line runs from the heating plant to the northeast corner of Building 684 (681). The vault measures 10 x 16 feet, and it is 34 inches deep. Two rectangular concrete slabs (about 6 inches high) were observed in the bottom of the vault. Two inlet holes (6 inches in diameter) are located on the west wall of the structure about where the sewer line runs. It is not clear why a septic tank would be needed if the area was served by a sanitary sewer.

As noted above, all the structures were either moved or demolished after the base was deactivated (1946). Area A has also been disturbed by heavy equipment blading of the area to the northeast, which removed the foundations of Building 678 and 25th Street. In addition, the second row of buildings, including the ward rooms, flight surgeon building, and infirmary, has been heavily disturbed, thus removing or dislocating all evidence of building foundations in this

row. The first row of buildings – staff quarters, administration, and dental clinic – has also been heavily disturbed and it was difficult to identify the individual building configurations. Other disturbance has been caused by the installation of a power line between the second and third row of buildings. A dirt access road was graded adjacent to the line.

**Table 2: Area A Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Hospital Barracks	664	668	X		
Hospital Barracks	667	669	X		
Hospital Barracks	668	670	X		
Hospital Barracks	669	671	X		
Hospital Barracks	670	672	X		
Hospital Barracks	671	673	X		
Hospital Ward	679	682		X	
Hospital Ward	680	683		X	
Hospital Ward	681	684		X	
Hospital Ward	682	685		X	
Hospital Ward	683	686		X	
Hospital Ward	684	687		X	
Storehouse	673	675	X		
Storehouse	674	676	X		
Storehouse	675	677	X		
Storehouse	676	678		X	
Staff Quarters	687	690	X		
Staff Quarters	686	689	X		
Lavatory	665	667	X		
Lavatory	666	same	X		
Infirmary	677	680		X	
Flight Surgeon	689	681		X	
Heating Plant	663	665	X		
Hospital Mess	672	674	X		
Hospital Administration	688	691	X		
Dental Clinic	678	692	X		

† Building number listed on Wilson & Company 1943 plans. ‡ Building number on HAAF 1944 inventory.

#### 4.1.1 Building 665: Heating Plant (Type HSP-3)

The hospital’s heating plant, a type HSP-3 building, measured approximately 60 by 35 feet (Figure 39). The building was set about 75 feet north of the main hospital complex. It was connected to the main complex by an enclosed walkway that led south from the southwest corner of the building. The framing structure, type of siding, fenestration, and roof shape is unknown. Doorways were on the east and west sides of the buildings, towards the rear wall. What appears to be a concrete slab loading dock is located at the rear of the building. There were a number of interior features:

1. A rectangular pit 65 inches deep with iron rung steps in the southwest corner;
2. Two rows of four parallel concrete slabs (2 x 3 feet) that were embedded with steel reinforcing rods appear to be a support structure for an unknown piece of equipment ;

3. A single slab of reinforced concrete slab sits just south of the parallel rows;
4. A small enclosure, defined by a low concrete stub wall, door opening and floor drain, is located to the east of the pit;
5. Reinforced concrete slab posts, which have been knocked off their foundations, are located in the center of the building – their function is unknown (Figure 40);
6. Two floor drains are situated in the east half of the slab; and
7. A concrete-lined drain is cut into the concrete, running from the south-center of the building to the southeast corner – the slope drops approximately eight inches and outlets in a 6" x 9" opening just below the top of the top of the wall foundation. A boiler, with its top exposed, lies partially buried outside the southeast corner of the structure (Figure 41).

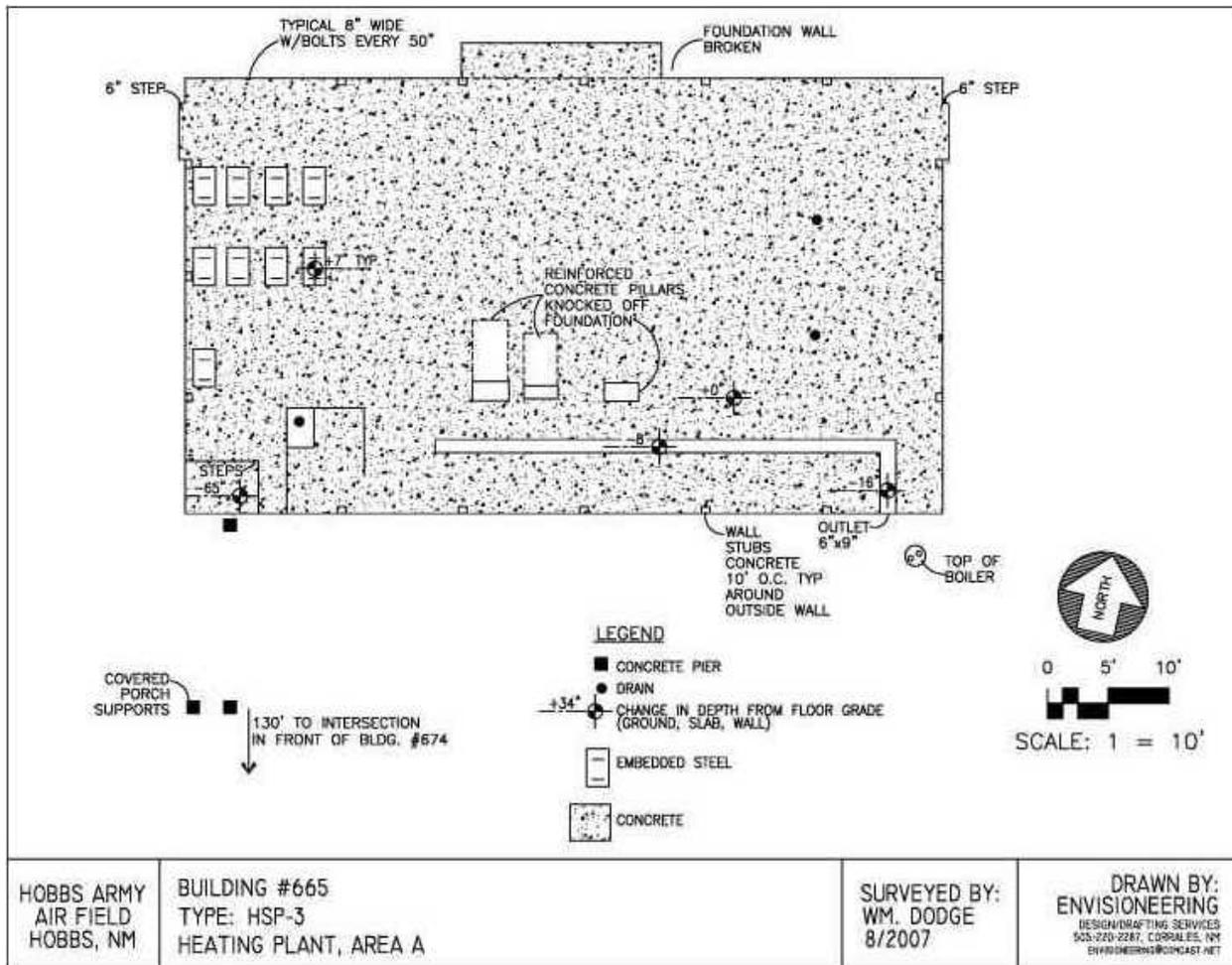


Figure 39: Building 665 sketch map



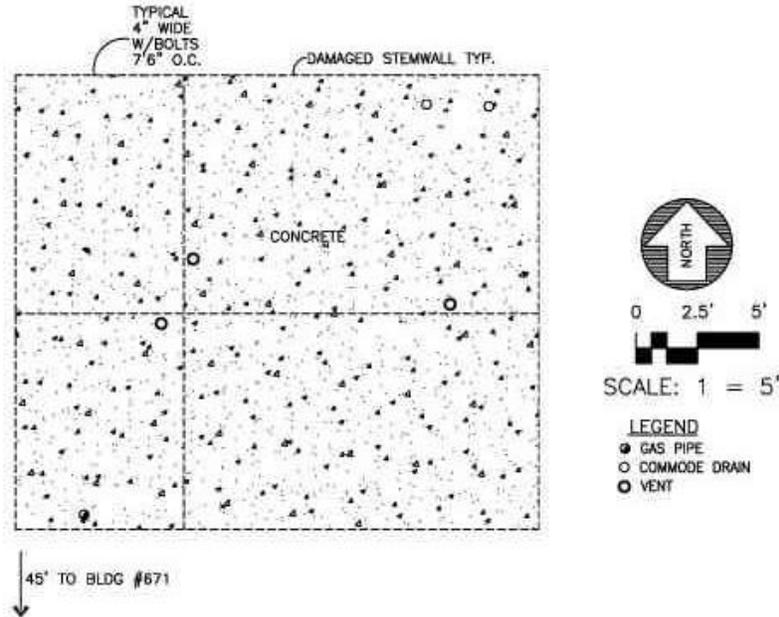
CONCRETE SLAB WITH BOILER SUPPORTS    BOILER SUPPORT DETAIL    CONCRETE POSTS  
**Figure 40: Concrete features of Building 665, heating plant**



LADDER TO BASEMENT    BOILER TOP    INTERIOR ROOM FOUNDATION  
**Figure 41: Additional features of Building 665, heating plant**

#### 4.1.2 Building 666: Lavatory (Type L-4)

Building 666 is a small lavatory measuring 18 x 12 feet on a slab foundation (Figure 42). It is listed in the base inventory as an L-4 type; however, it is likely that this was a special designation for a hospital L-4 types since there were a total of eight other L-4 lavatories on base that were all larger structures (measuring 32 x 25 feet). The foundation walls on Building 666 are four inches wide with bolts embedded in the concrete. The foundation walls are heavily damaged, which probably occurred when the structure or its interior features were removed. The building is divided into four rooms with two commode drains in the building's northeast corner (Figure 43). There is evidence of vent pipes near the interior walls. A gas pipe rises approximately 10 inches from the floor in the southwest corner.



HOBBS ARMY AIR FIELD HOBBS, NM	BUILDING #666 TYPE: L-4 LAVATORY, AREA A	SURVEYED BY: WM. DODGE 8/2007	DRAWN BY: ENVISIONEERING DESIGN/DRAFTING SERVICES 505-220-2287, CORRALES, NM ENVISIONEERING@COMCAST.NET
--------------------------------------	------------------------------------------------	-------------------------------------	---------------------------------------------------------------------------------------------------------------------

Figure 42: Building 666 sketch map



Figure 43: Features of Building 666, lavatory

### 4.1.3 Building 667: Lavatory (Type L-1)

Building 667, a type L-1 lavatory, measures approximately 30 x 20 feet on a slab foundation (Figure 44 and Figure 45). This was the only L-1 type structure located on base and thus may be a type that was associated with hospital complexes. The foundation walls are four inches wide with bolts embedded in the concrete. Finished edges in the exterior foundation walls along the west and south walls suggest these were door openings. The wall sections are

heavily damaged, probably the result of the structure or its interior features being removed. The building is divided into five areas separated by interior walls. Two rows of six commode drains are found in the structure's southeast corner, and the impressions of the toilet fixtures are clearly visible on the concrete slab. Three floor drains are found in the northeast corner, suggesting its use as a shower area. Two additional floor drains are found in the southwest corner room, along with a gas line feature. There is evidence of vent pipes in the three interior walls. The foundations of these buildings are commonly found in squadron barracks areas, indicating that they served male populations on base.



Figure 44: Features of Building 667, lavatory

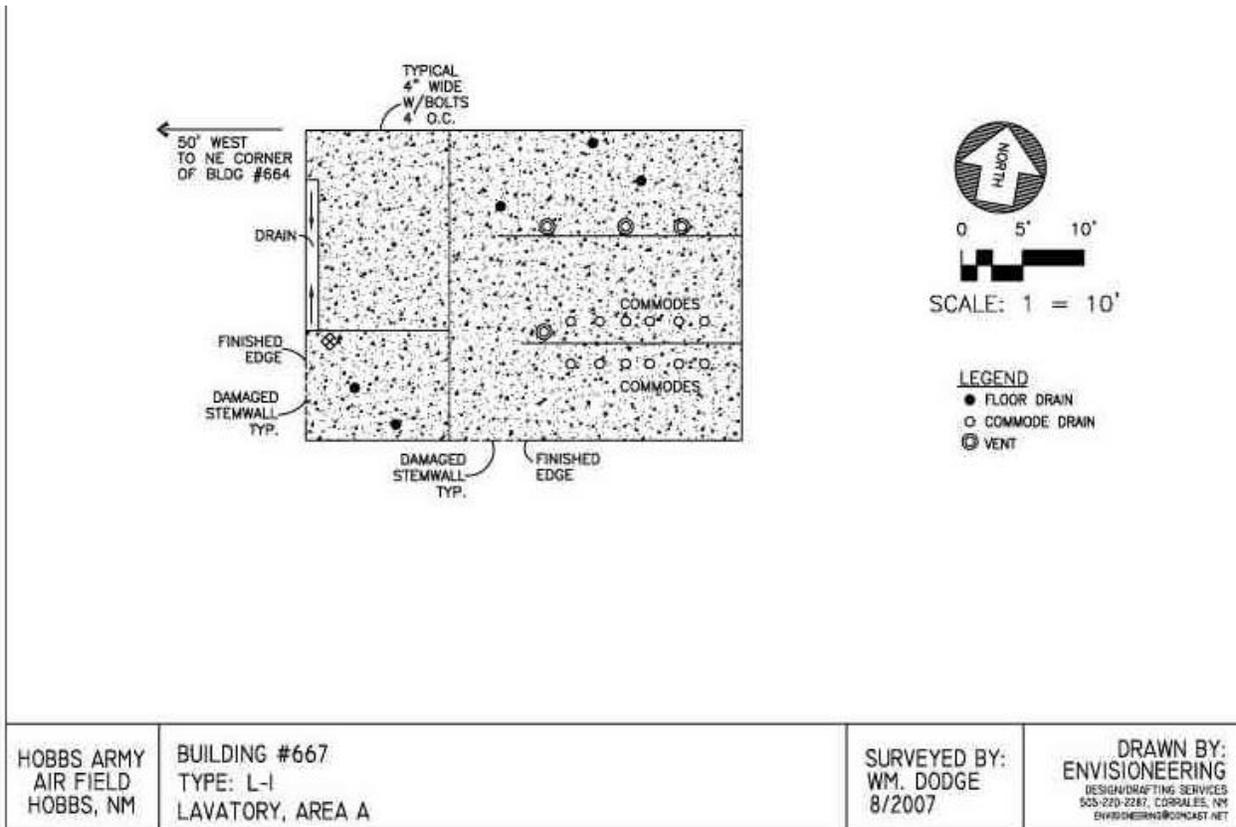


Figure 45: Building 667 sketch map

#### 4.1.4 Buildings 668 to 673: Hospital Barracks (Type E.M. 32)

The hospital barracks are type E.M. [enlisted men] 32 buildings, which was the typical enlisted men's barracks style (Figure 46 and Figure 47). The building measures 20 x 60 feet, and was built on concrete piers to which 2 x 2 x 10s were bolted to metal straps embedded into the pier. Porch steps leading into the building were also built on concrete piers. There appear to have been entrances into the building from the north and south, as well as the east in some cases. The south side of the barracks from Buildings 669 to 673 bears evidence of an enclosed walkway in the form of a second row of concrete piers paralleling the buildings six feet apart.



There is evidence of walkways between buildings and lavatories, marked by embedded pieces of white caliche set on end to mark the boundaries of the walkway. Although there are no standing structures remaining at the site, there are piles of Transite siding, dimensional lumber, sheet metal vent sections, and other building parts scattered throughout the area. Gas pipes, sticking up a foot or two from the ground surface, are found outside the buildings along the north side of several structures.

Figure 46: Area of hospital barracks and storehouses from the corner of Building 668, looking east.

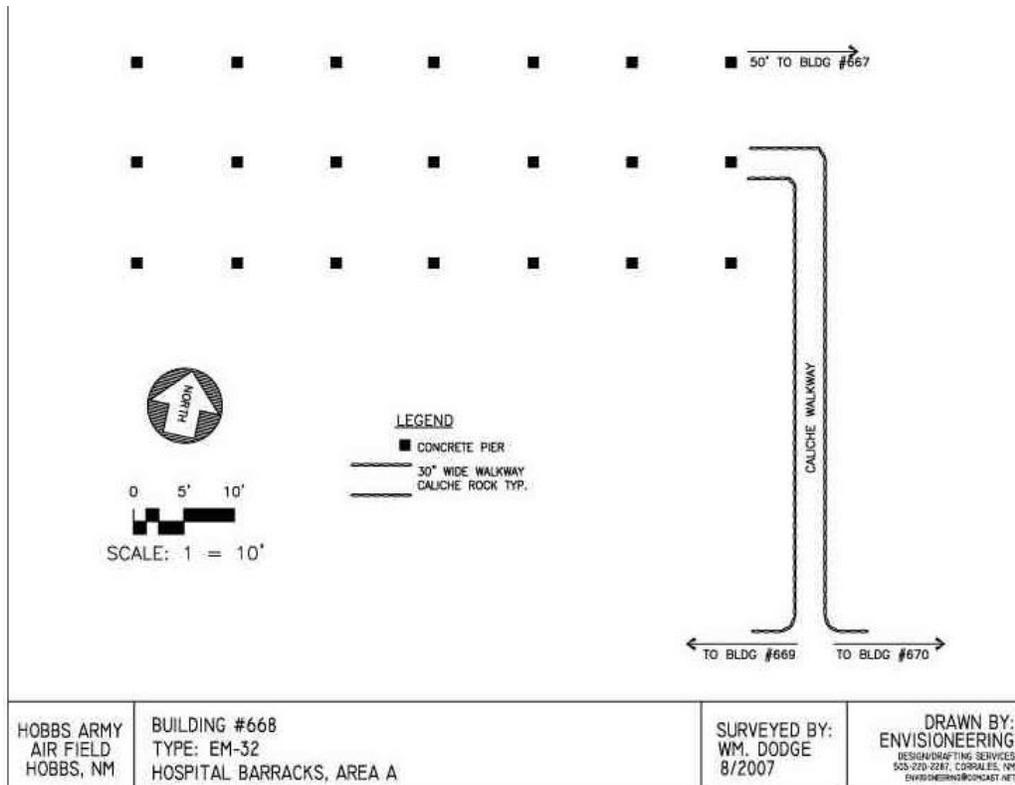


Figure 47: Building 668 sketch map



CONCRETE PIERS

CONCRETE PIERS

Figure 48: Features of Building 670, hospital barracks

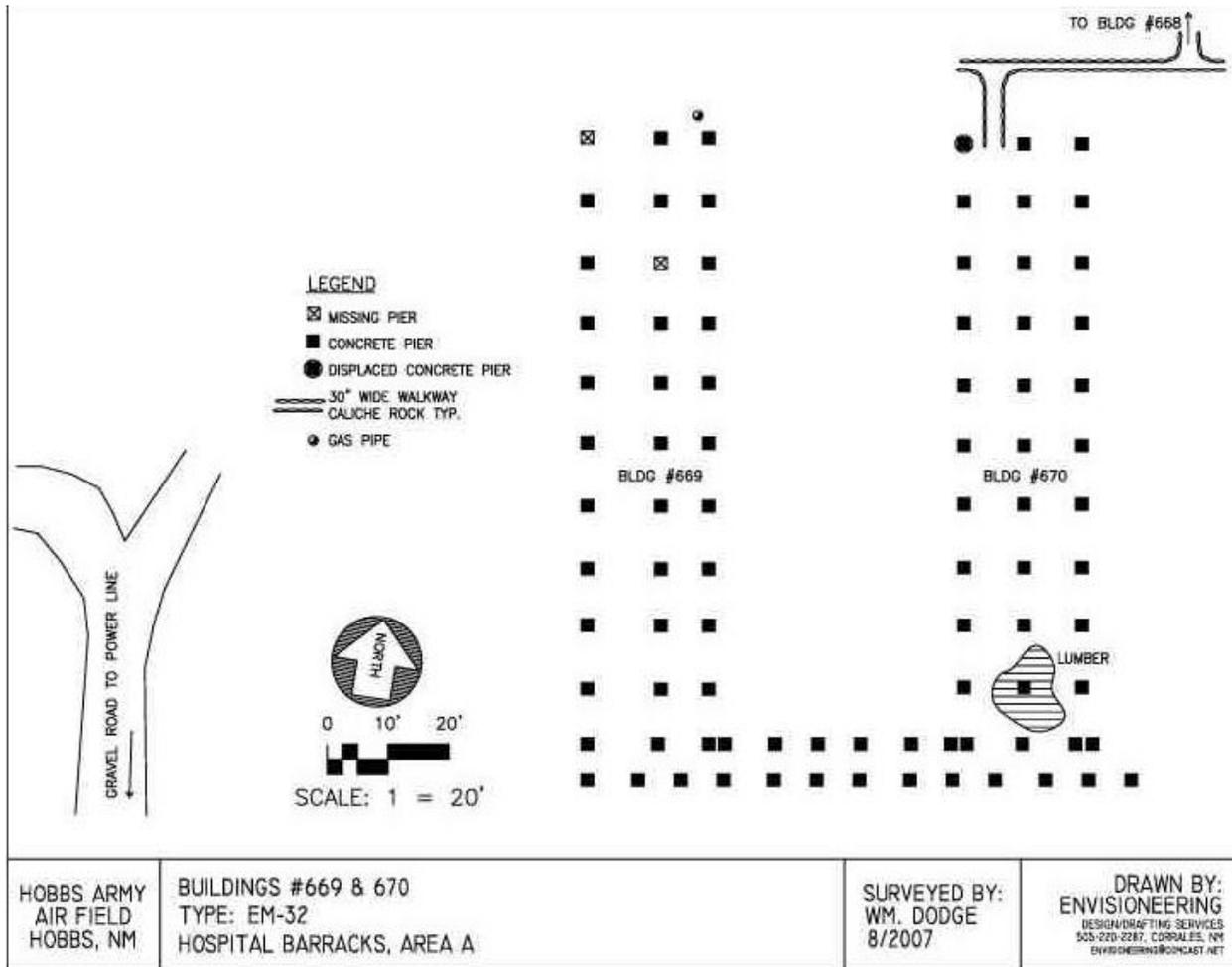


Figure 49: Buildings 669 and 670 sketch map



CONCRETE FEATURES

GAS PIPE

Figure 50: Features of Building 671, hospital barracks

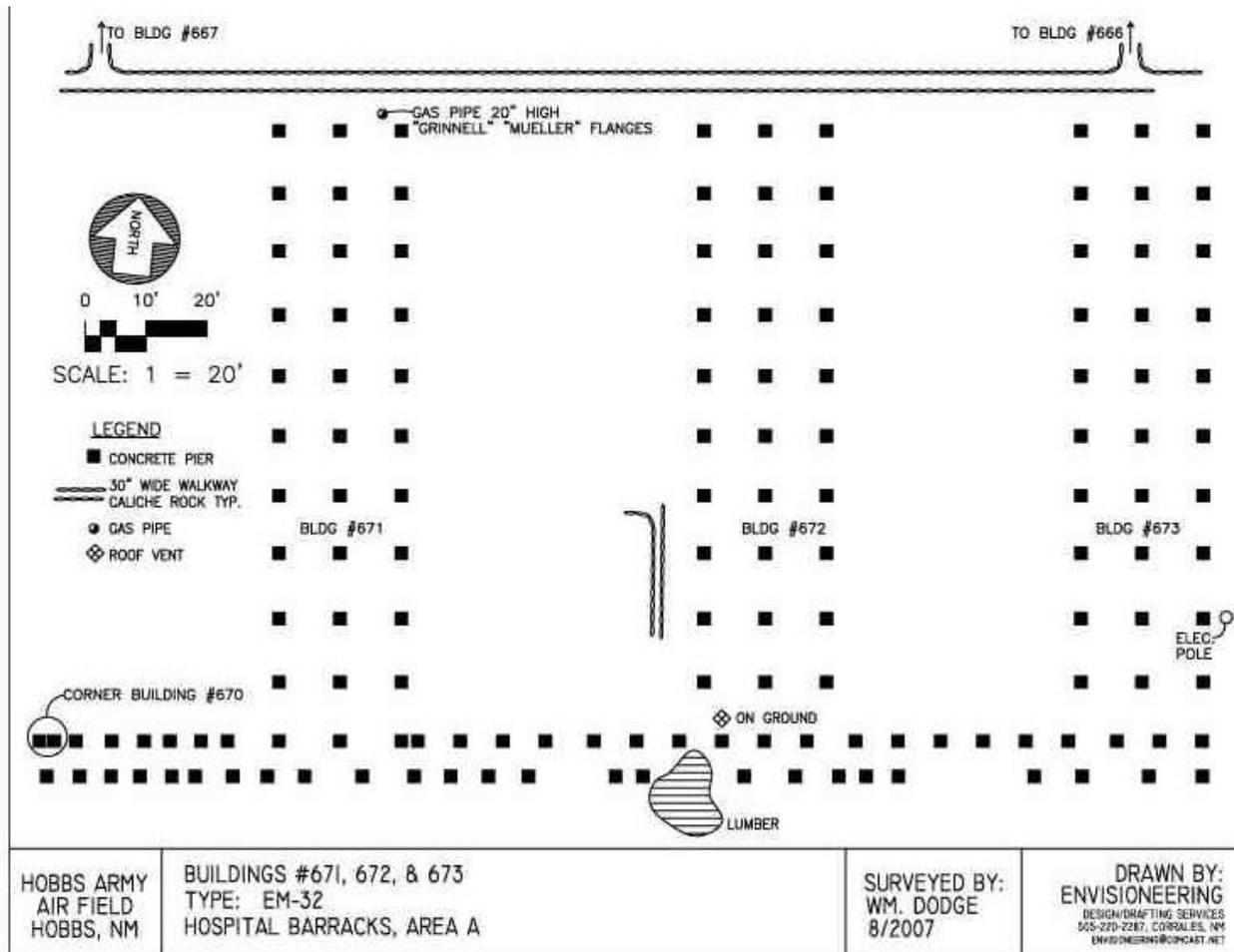


Figure 51: Building 671, 672 and 673 sketch map



**Figure 52: Building 672 concrete piers and discarded framing lumber, hospital barracks**



**CONCRETE PIERS AND WOOD REMAINS**

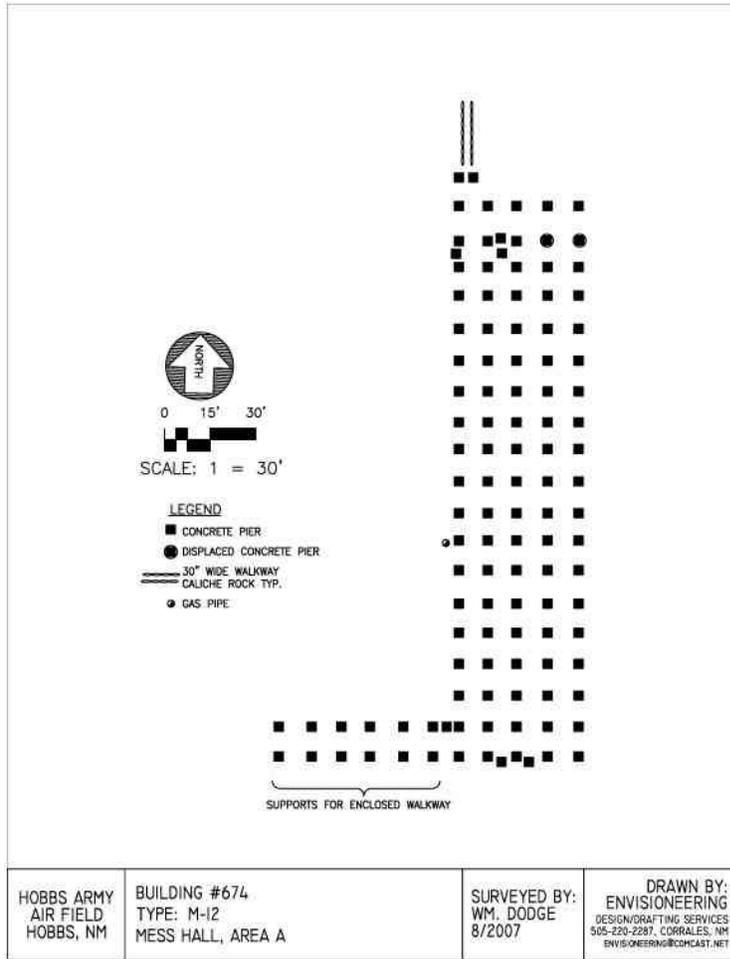
**WOOD AND METAL REMAINS**

**PIER WITH WOOD SILL PLATE**

**Figure 53: Features of Building 671, hospital barracks**

#### 4.1.5 Building 674: Mess Hall (Type M-12)

The hospital mess hall measures approximately 40 x 160 feet (Figure 54). There appears to be a small doorway on the north end of the building with steps marked by two piers in the northwest corner. There are few notable features remaining, except the close-set piers marking the enclosed walkway and four close-set piers on the south side that may represent a “front door.” Also noteworthy is the cluster of piers in the northwest corner of the building interior, which may have supported an area of equipment or heavy use (Figure 55).



**Figure 54: Building 674 sketch map**



**Figure 55: Features of Building 674, mess hall**

### 4.1.6 Building 675: Storehouse (Type SH-5)

Buildings 675, 676, and 677 are all listed in the 1944 inventory as storehouses, type SH-5; however, Building 675 measures 25 x 120 feet and is clearly different in construction from the other two structures (Figure 56).

This discrepancy cannot be explained. Building 675 is built on concrete stem walls that run the length of the building and have sill bolts embedded in the concrete (Figure 57). The end walls of the foundation have been damaged during building tear-down. Porch foundations (concrete piers) are located at the northeast corner of the building and a caliche lined walkway leads to the southeast corner, suggesting another entryway.

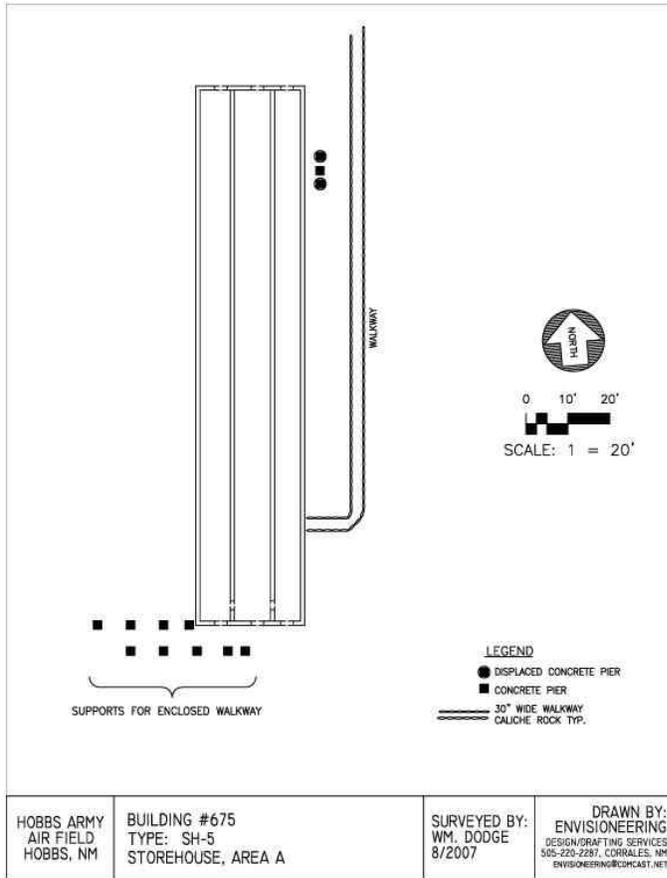


Figure 56: Building 675 sketch map



CONCRETE STEM WALLS  
 THREADED STEEL REBAR  
 SILL PLATE BOLT  
 PORCH FOUNDATION  
 Figure 57: Features of Building 675, storehouse

### 4.1.7 Buildings 676 and 677: Storehouses (Type SH-5)

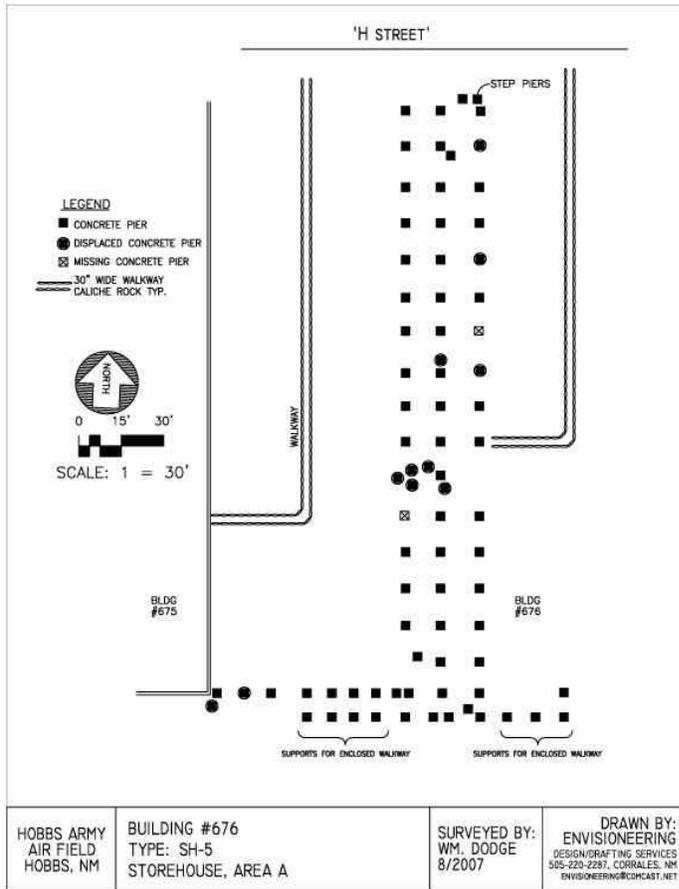


Figure 58: Building 676 sketch map



CONCRETE PIERS

STEEL I-BEAM

CONCRETE PIPE SLEEVE

Figure 59: Features of Building 676, storehouse

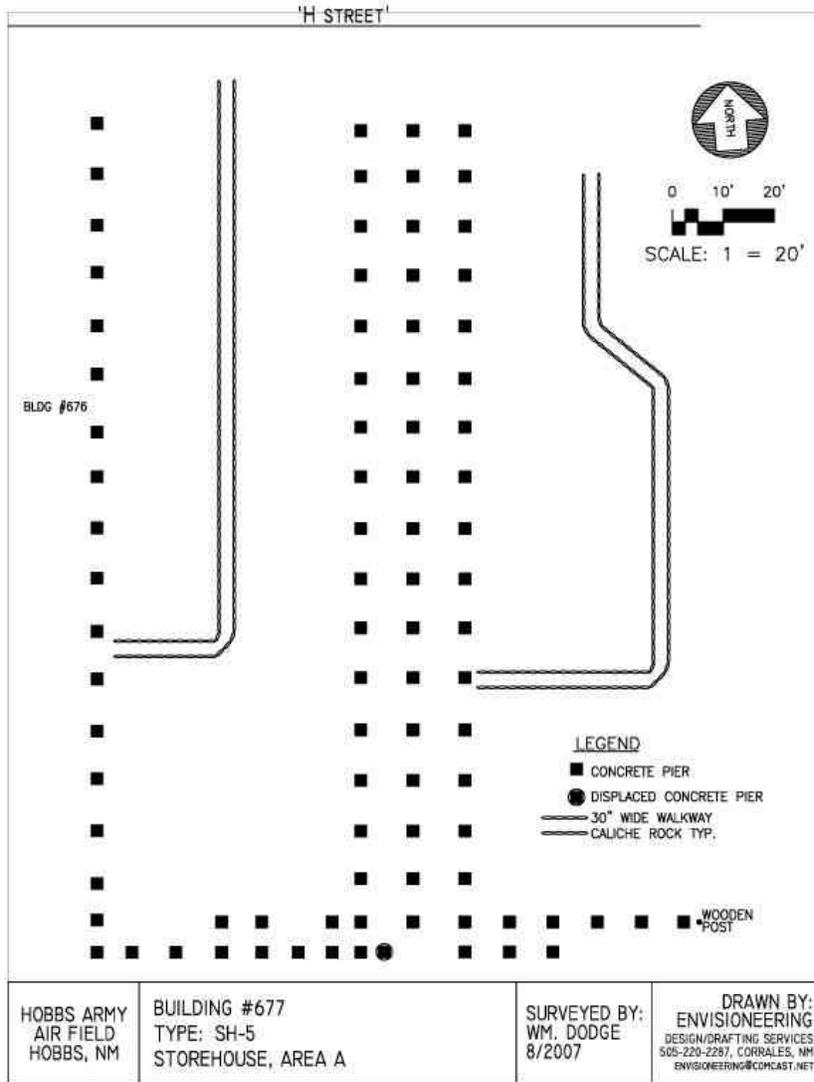


Figure 60: Building 677 sketch map



CALICHE WALKWAY      WALKWAY ROCK BORDER      TRANSITE SIDING & PIERS

Figure 61: Features of Building 677, storehouse

### 4.1.8 Buildings 689 (Type HQM-13) and 690 (Type HQ-18): Hospital Quarters

The remains of these two buildings have been greatly disturbed by heavy equipment, making their identification difficult. The buildings were originally similar in form, each measuring approximately 20 x 50 feet (Figure 62). The only remaining feature in either building is the lavatory, which are concrete slabs raised a few feet above the ground surface (Figure 63). Each lavatory features commode drains, and floor drains suggesting shower areas.

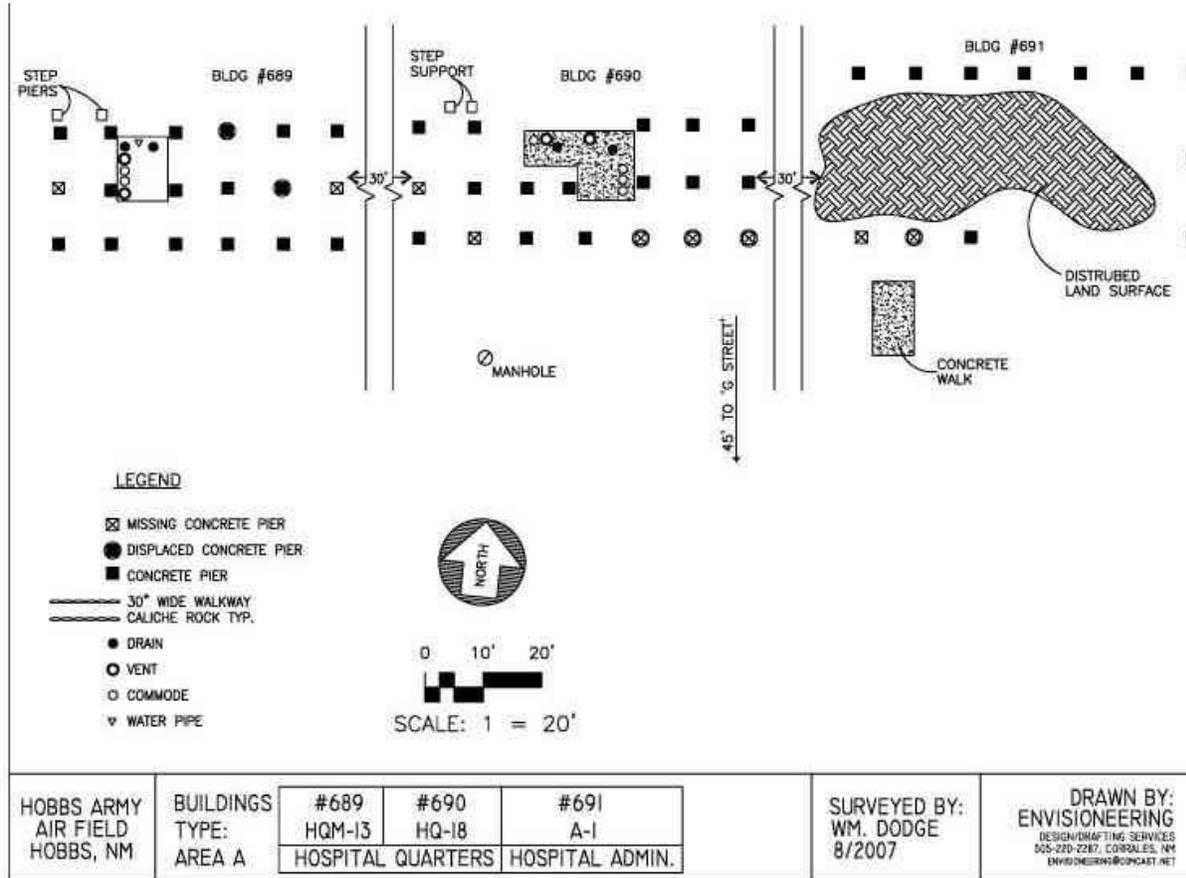


Figure 62: Building 689, 690 and 691 sketch map



CONCRETE STEM WALL & FLOOR      WOOD SILL PLATE      FOUNDATION  
 Figure 63: Features of Building 690, hospital ward indoor lavatories

#### 4.1.9 Building 691: Hospital Administration (Type A-1)

The remains of the hospital administration building have also been heavily disturbed, resulting in a slight depression where the center of the building would have been. The building measures approximately 25 feet wide, but its length could not be determined due to disturbance (the 1943 plans indicate the structure was 150 feet long). The only remaining feature is a concrete walkway that led from the parking lot along G Street to what would have been the building's front door (Figure 64). Historic photographs of this building show a screened-in front porch with a shed roof and low monitors on the gable roof (Figure 65).



**Figure 64: Remains of entrance walkway**



**Figure 65: Hospital Administration Building**

Source: *U.S. Army Air Forces Yearbook*

#### 4.1.10 Building 692: Dental Clinic (Type DC-3)

The dental clinic was heavily disturbed; however, the building appears to measure 20 x 80 feet (Figure 66 and Figure 67). A porch, supported by piers, entered the building along its south side in the center of the building (Figure 68). Caliche-lined walkways are clearly visible on the south side.

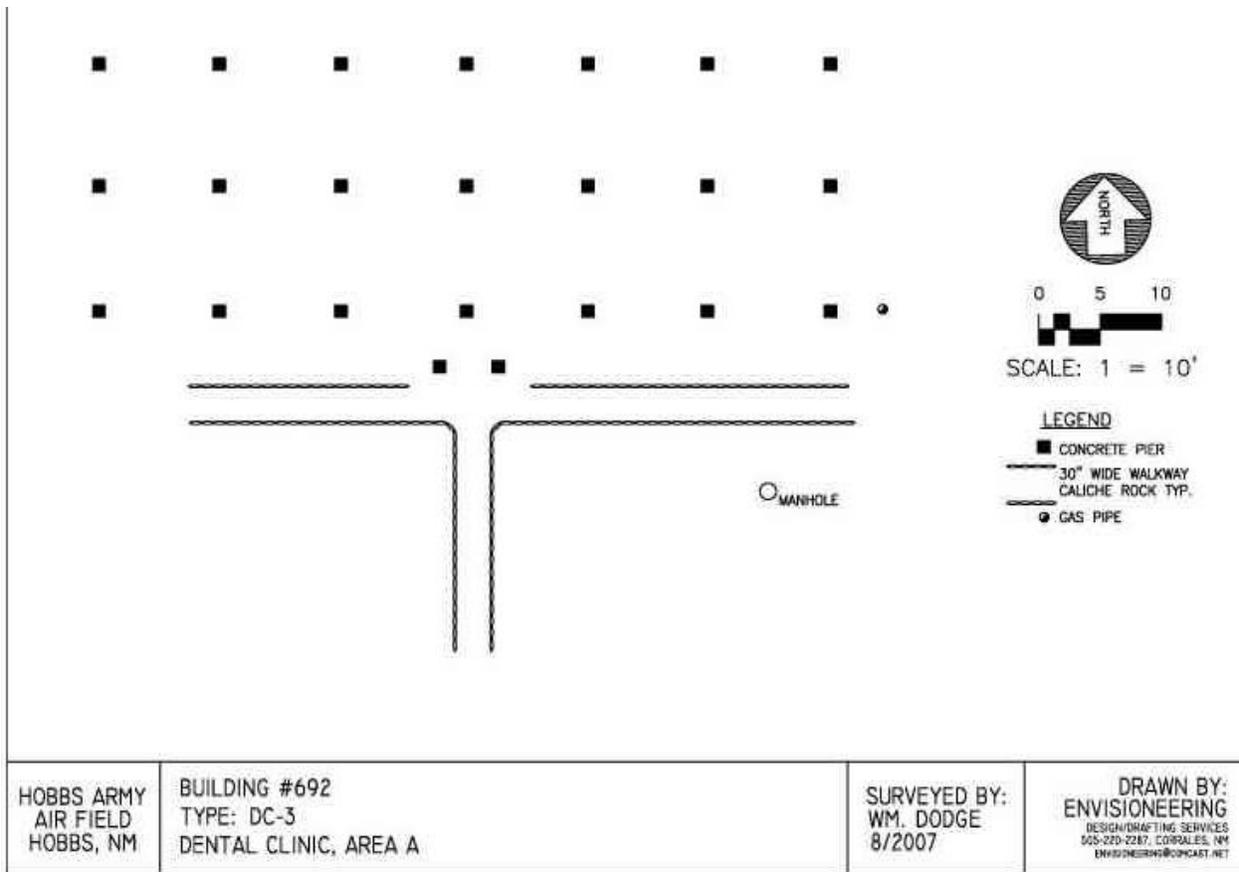


Figure 66: Building 692 sketch map

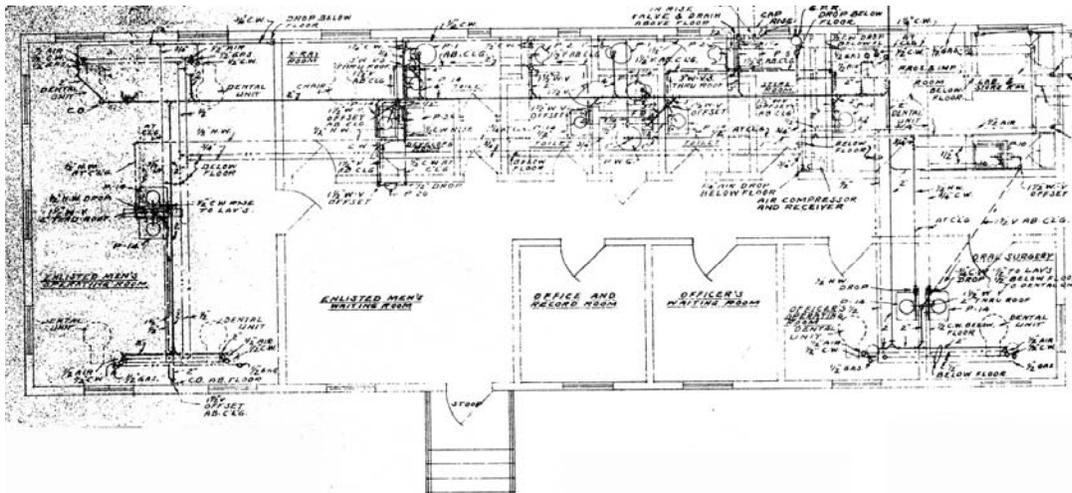


Figure 67: Original floor plan for Dental Clinic  
 Source: Wilson & Company drawings



CONCRETE PIERS

CONCRETE PIERS AND DEBRIS

Figure 68: Features of Building 692, dental clinic

## 4.2 Area B

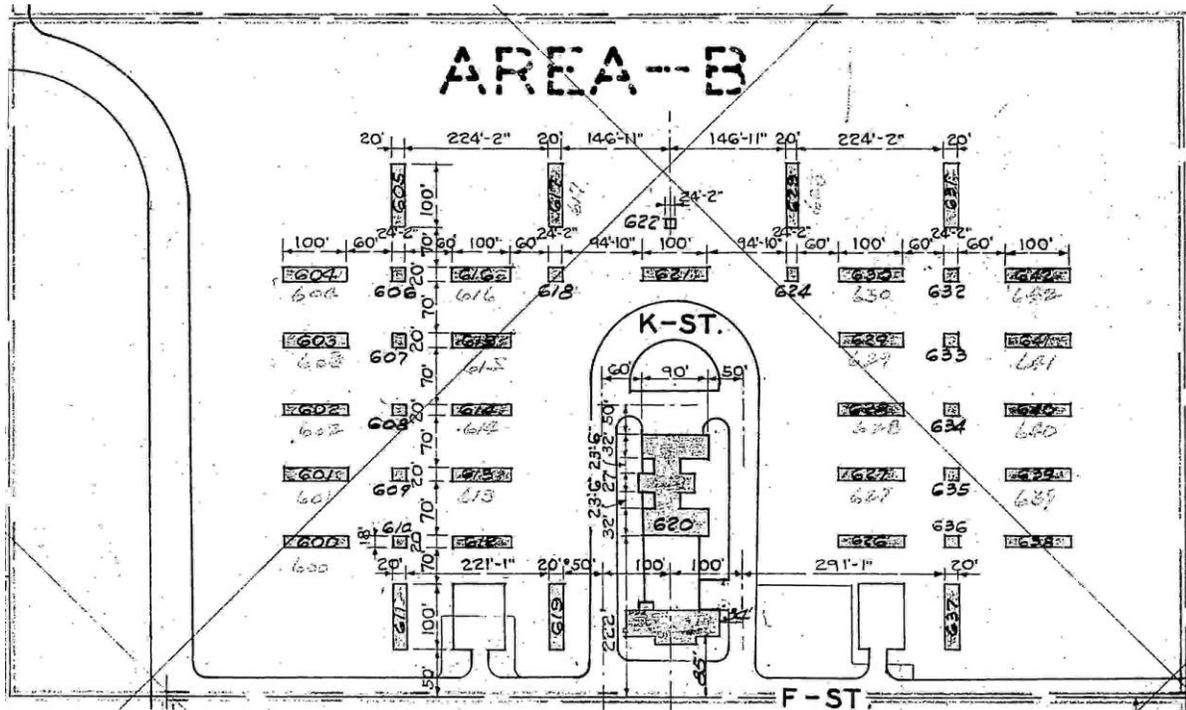


Figure 69: Area B, located just south of 10th Street, which was the main entryway onto the base  
Source: Wilson & Company drawings

Area B (Figure 69) included the 25 officer's quarters, 12 lavatories (type L-2), officer's mess, and the officer's club. These buildings were arranged in a horseshoe pattern facing southwest, with the officer's mess and officer's club located in the center of the horseshoe. Twenty-seventh and 28th streets flanked the mess and club building, and connected at the northeast corner. These streets separated the dining and recreation areas from the quarters and lavatories. The area faced a large open space whose function is not known.

In the 1960s, 18-hole golf was built in this area (Figure 70). All remaining buildings and foundations were removed, and the terrain was reconfigured for the course layout. Although it



was thought that the officer's club was remodeled into a pro shop and clubhouse, this proved not be the case. Overlays of the original base layout over a contemporary aerial photo show that the present day golf course facility is located in the barracks section of the former Area B, well to the north of the mess hall and officer's club. An interview with a former soldier stationed at HAAF confirmed this observation, as did an examination of the pro shop itself, which showed that the building was constructed of materials (i.e., concrete masonry block) that were not used for HAAF buildings.

Figure 70: Area B, former location of officer's quarters, dining room, and officer's club

Table 3: Area B Buildings

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Officer's Quarters	600	600		X	
Officer's Quarters	601	601		X	
Officer's Quarters	602	602		X	
Officer's Quarters	603	603		X	
Officer's Quarters	604	604		X	
Officer's Quarters	605	605		X	
Officer's Quarters	612	630		X	
Officer's Quarters	613	629		X	
Officer's Quarters	614	628		X	
Officer's Quarters	615	627		X	
Officer's Quarters	616	626		X	
Officer's Quarters	621	632		X	
Officer's Quarters	623	609		X	
Officer's Quarters	626	634		X	
Officer's Quarters	627	635		X	
Officer's Quarters	628	636		X	
Officer's Quarters	629	637		X	
Officer's Quarters	630	638		X	
Officer's Quarters	631	611		X	
Officer's Quarters	637	617		X	
Officer's Quarters	638	616		X	
Officer's Quarters	639	615		X	
Officer's Quarters	640	614		X	
Officer's Quarters	641	613		X	
Officer's Quarters	642	612		X	
Lavatory	606	625		X	
Lavatory	607	624		X	
Lavatory	608	623		X	

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Lavatory	609	622		X	
Lavatory	610	621		X	
Lavatory	618	631		X	
Lavatory	622	608		X	
Lavatory	624	633		X	
Lavatory	632	639		X	
Lavatory	633	640		X	
Lavatory	634	641		X	
Lavatory	635	642		X	
Lavatory	636	643		X	
Recreation	619	619		X	
Mess Hall & Officer's Club	620	618		X	2 separate bldgs. with 1 bldg. no.

† Building number listed on Wilson & Company 1943 plans. ‡ Building number on HAAF 1944 inventory.

### 4.3 Area C

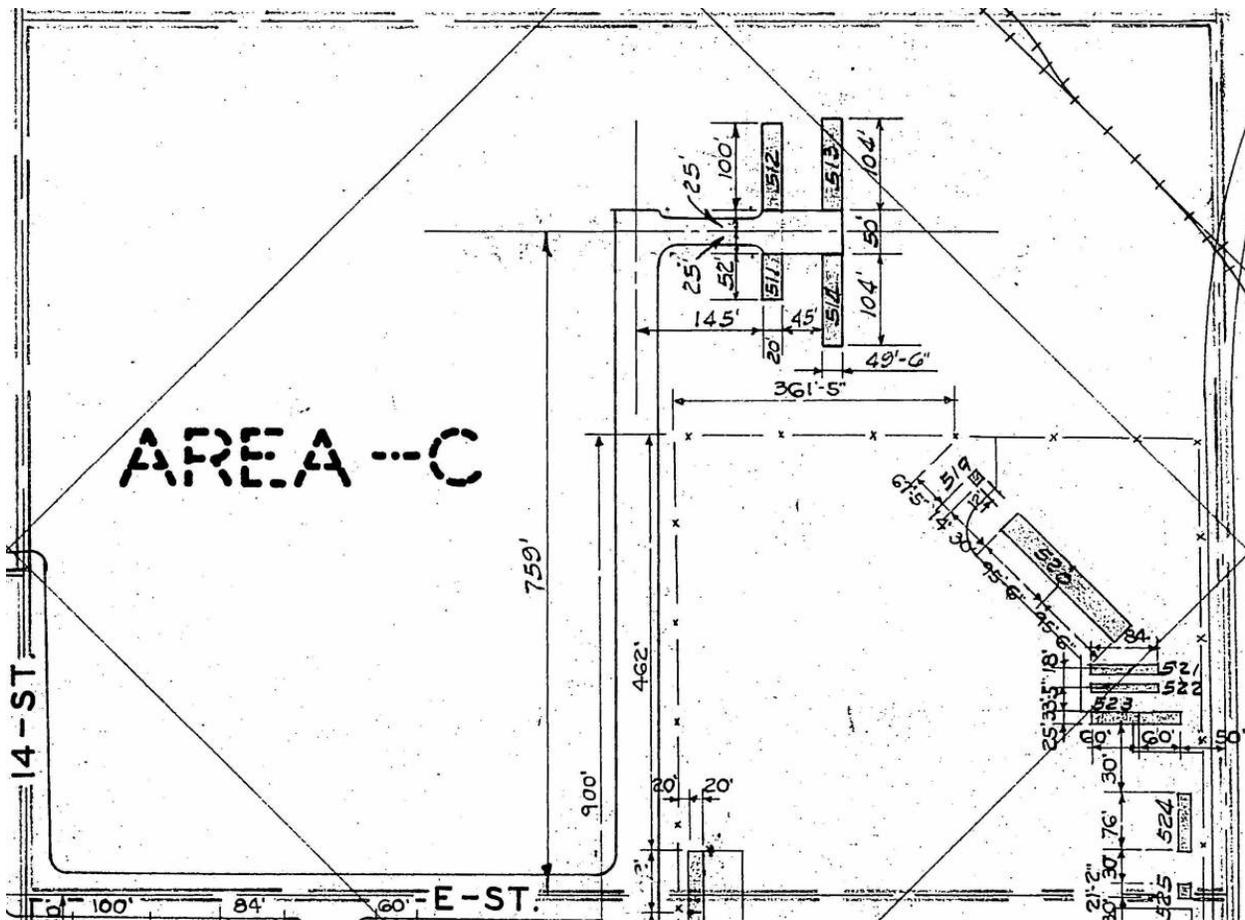


Figure 71: Area C, Southeast corner of base

Source: Wilson & Company drawings

Area C (Figure 71) was primarily the motor pool area with a repair shop, grease racks, wash rack, and other utility buildings widely interspersed along 18th Street. Sometime after April 1943, a small complex of buildings was constructed in the far northeastern part of the area (these do not show up on the 1943 Wilson drawings, but are listed on the 1944 base inventory). This included two dormitory buildings (one men’s and one women’s), a mess hall, and a recreation building.

Area C has been heavily disturbed by the construction of the golf course. The only remaining foundation is that of Building 523, the wash rack. Eighteenth Street is still used as a road leading to parts of the HIAP.

**Table 4: Area C Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Utility Shop	488	Same		X	
Recreation	Not listed	511		X	
Mess	Not listed	512		X	
Men’s Dormitory	Not listed	513		X	
Women’s Dorm.	Not listed	514		X	
Dispatcher’s House	520	519		X	
Motor Repair Shop	521	520		X	
Grease Rack	522	521		X	
Grease Rack	523	522		X	
Wash Rack	524	523	X		
Utility Shed	525	524		X	
Lavatory	526	525		X	
Warehouse	527	526		X	Also listed in Area D

† Building number listed on Wilson & Company 1943 plans. ‡ Building number on HAAF 1944 inventory.

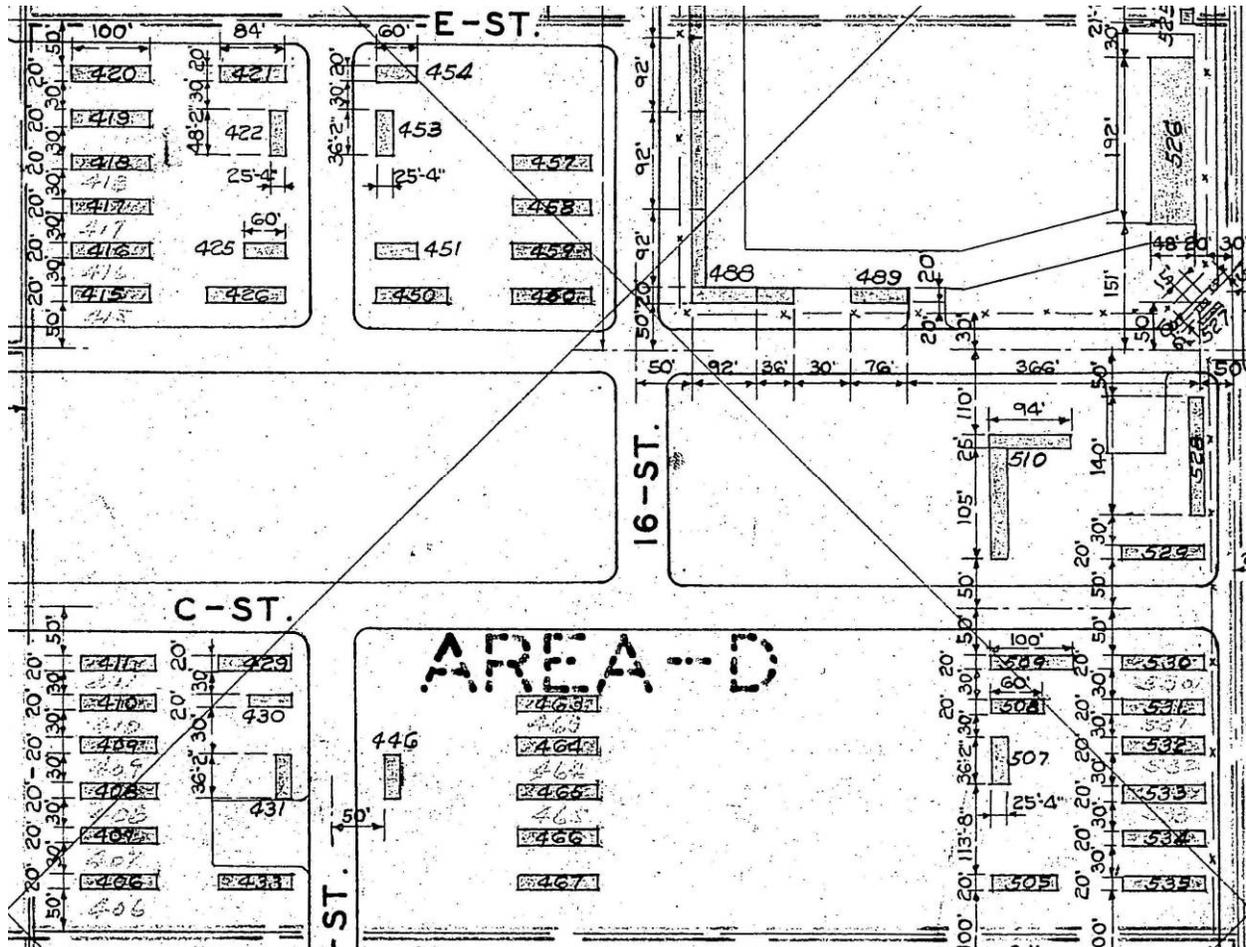
### 4.3.1 Building 523: Wash Rack (Type unknown)

The remains of the wash rack consisted of a concrete slab at grade, measuring 25 x 125 feet (Figure 72). Six water spigots, set in clay pipe just below the ground surface, lined either side of the slab. It is not known whether the rack had walls or a roof.



**Figure 72: Features of Building 523, wash rack**

#### 4.4 Area D



**Figure 73: Area D, southeast in central part of the base**

Source: Wilson & Company drawings

Area D (Figure 73) is located to the southwest of the utility yards and motor pool area (Area C) and just northwest of the Warehouses in Area N – also known as the Sub-Depot. Area D contained the Quartermaster’s office and a building used for the distribution of Army clothing and equipment for base personnel. The area also included the southern end of the motor pool and utility yard, which was the location of a warehouse and the base gas station. Northwest of the quartermaster’s office was the mess hall for the Colored troops, and just to the west (bordering 18th Street) were the Colored troops’ barracks, supply building, recreation hall, administration building, and the lavatory.

Approximately 450 feet to the northwest of the Colored troops’ section were three sections of squadron barracks. The barracks bordered by E Street, 16th Street, D Street, and 14th Street was comprised of two squadrons with layouts that were mirror images of each other. They both contained an administration building, a recreation building, supply building, lavatory, and barracks (4 buildings on one side and 6 buildings on the other). The two sections were divided by 15th Street. The third squadron was bordered by C Street and 15th Street and had a similar configuration, except that it had more barracks (11) and had two recreation buildings and two lavatories.



The area from C Street to E Street, between 14th Street and 16th Street, was disturbed by golf course construction (Figure 74). The foundations of other buildings in the squadron sections have also been disturbed. One exception was Building 446, a type L-1 lavatory. Most of the dirt and gravel roads in the NE part of the area have been re-bladed adjacent to their original alignment to accommodate the golf course.

**Figure 74: View to the northwest of Area D near the intersection of 15th Street and C Street.**

**Table 5: Area D Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
E.M. Barracks	407	406		X	
E.M. Barracks	408	407		X	
E.M. Barracks	409	408		X	
E.M. Barracks	410	409		X	
E.M. Barracks	411	410		X	
E.M. Barracks	412	411		X	
E.M. Barracks	413	415		X	
E.M. Barracks	416	Same		X	
E.M. Barracks	417	Same		X	
E.M. Barracks	418	Same		X	
E.M. Barracks	419	Same		X	
E.M. Barracks	420	Same		X	
E.M. Barracks	456	457		X	
E.M. Barracks	457	458		X	
E.M. Barracks	458	459		X	
E.M. Barracks	459	460		X	
E.M. Barracks	463	Same		X	
E.M. Barracks	464	Same		X	
E.M. Barracks	465	Same		X	
E.M. Barracks	466	Same		X	
E.M. Barracks	467	Same		X	
E.M. Barracks	531	530		X	Colored
E.M. Barracks	532	531		X	Colored
E.M. Barracks	533	532		X	Colored
E.M. Barracks	534	533		X	Colored
E.M. Barracks	535	534		X	Colored
E.M. Barracks	536	535		X	Colored
Recreation	421	Same		X	
Recreation	429	Same		X	
Recreation	Not listed	434		X	
Recreation	453	454		X	
Recreation	507	505		X	Colored

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Administration	426	Same		X	
Administration	433	Same		X	
Administration	450	Same		X	
Administration	510	509		X	Colored
Supply	425	Same		X	
Supply	430			X	
Supply	451			X	
Supply	509	508		X	Colored
Lavatory	422	Same		X	
Lavatory	431				
Lavatory	445	446	X		
Lavatory	452	453		X	
Lavatory	508	507		X	Colored
Lavatory	525	Same		X	Utility Shop & Yard
Utility Shop	488	Same		X	Also shown in Area C
Administration Utility Shops & Yard	489	Same		X	
Warehouse	527	526	X		
Base Gas Station	528	527	X		
Quartermaster Office	529	528		X	
Clothing & Equipage Bldg.	530	529		X	

#### 4.4.1 Building 526: Warehouse (Type unknown)



All that remains of this warehouse is a flat concrete slab (Figure 75). This is typical for all the warehouse structures at the base.

Figure 75: Features of Building 526, warehouse

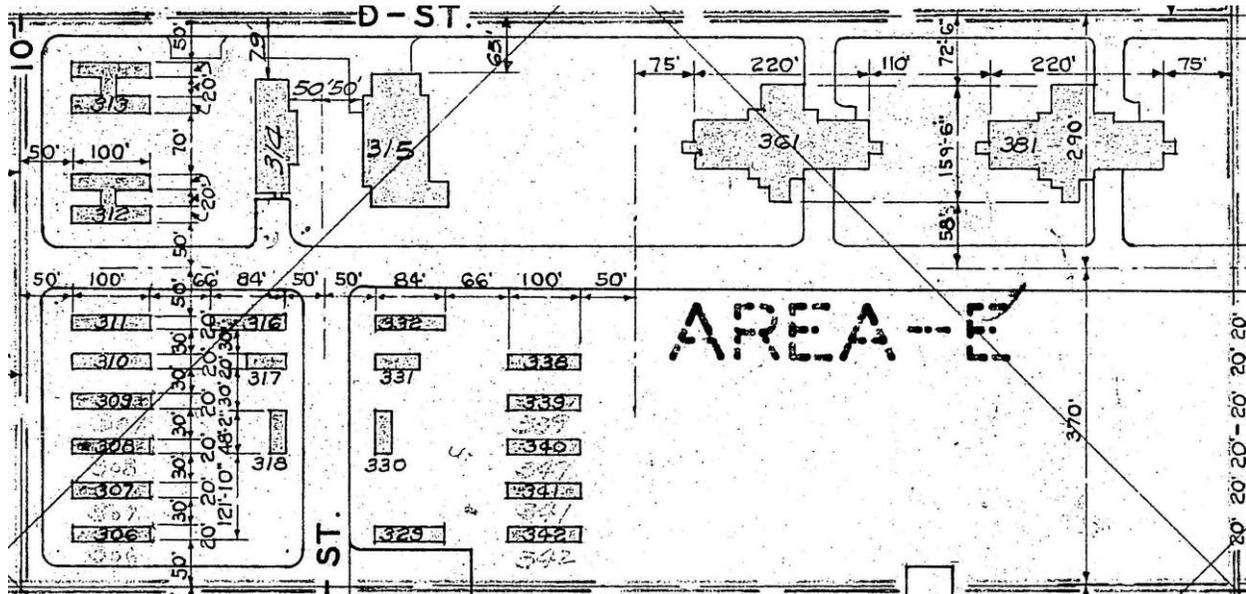
#### 4.4.2 Building 527: Gas Station

The gas station sat at an angle to the intersection of 18<sup>th</sup> and D streets. A pile of concrete rubble and piping are all that remains of this building (Figure 76).



**Figure 76: Remains of the gas station and view of station from the 1940s**  
 Source: Field photo (left) and U.S. Army Armed Forces Yearbook (right)

#### 4.5 Area E



**Figure 77: Area E, center of base**  
 Source: Wilson & Company drawings.

Area E (Figure 77) was located just southeast of 10th Street – the main entrance to the base, and southwest of the Area B, the officer’s quarters. It contained several of the base’s main buildings, such as the two large enlisted men’s mess halls, the base gymnasium, enlisted men’s service club, and the buildings housing base operations and squadron headquarters. The gymnasium and service club were constructed in late 1943 or early 1944 and thus were shown on the April 1943 plan drawings. In addition, there were squadron barracks across C Street to the southwest. The barracks area had 11 barracks buildings, 2 recreation halls, 2 lavatories, and 2 supply buildings. There was one administration building suggesting that this area served one squadron.

Most of the building foundations in Area E have been disturbed by the construction of the golf course in the mid-1960s and improvements to 10th Street (now known as Jack Gomez Dr.). The exception is Building 315, the gymnasium, which still has several recognizable features remaining on its foundation (e.g., the subfloor for the hardwood basketball and handball courts, locker room facilities, etc.). The gravel roads identified as B, C, and D streets are still in use today as well.

**Table 6: Area E Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
E. M. Barracks	306	Same		X	
E. M. Barracks	307	Same		X	
E. M. Barracks	308	Same		X	
E. M. Barracks	309	Same		X	
E. M. Barracks	310	Same		X	
E. M. Barracks	311	Same		X	
E. M. Barracks	338	Same		X	
E. M. Barracks	339	Same		X	
E. M. Barracks	340	Same		X	
E. M. Barracks	341	Same		X	
E. M. Barracks	342	Same		X	
Recreation	Not listed	315	X		Base Gymnasium
Recreation	316	Same		X	
Recreation	332	Same		X	
Supply	317	Same		X	
Supply	332	Same		X	
Lavatory	318	Same		X	
Lavatory	330	Same		X	
Administration	329	Same		X	Squadron level
E.M. Mess Hall	361	Same		X	
E.M. Mess Hall	381	Same		X	
E.M. Service Club	Not listed	314		X	
Base Operations	312	Same		X	
Squadron HQ	313	Same		X	

#### 4.5.1 Building 315: Recreation (Gymnasium)

The base gymnasium was completed in mid-year, 1943. The building measured 75 feet by 175 feet and featured a full-sized basketball court and handball courts (Figure 78). Remnants of the hardwood floor sub-flooring still sits on the concrete slab. The main entrance appears have been at the southwest corner of the facility through a small vestibule that lead to the courts and the bathroom and shower areas. To additional side entrances were located adjacent to the handball court area (Figure 79). The basketball court was flanked by rows of concrete piers, presumably as roof supports. The west side of the building was separated into four room containing two lavatories and a shower stall. The two rooms in the middle may have contained lockers or a dressing area.

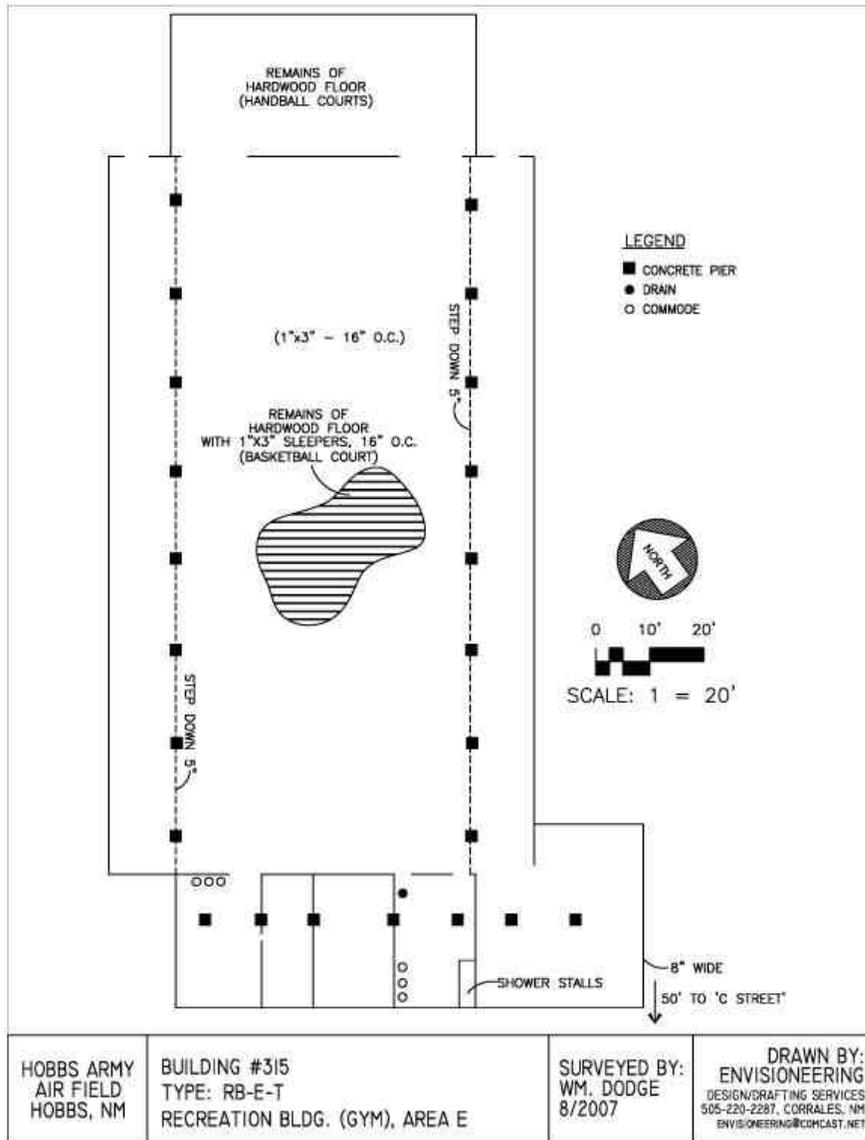


Figure 78: Building 315 sketch map



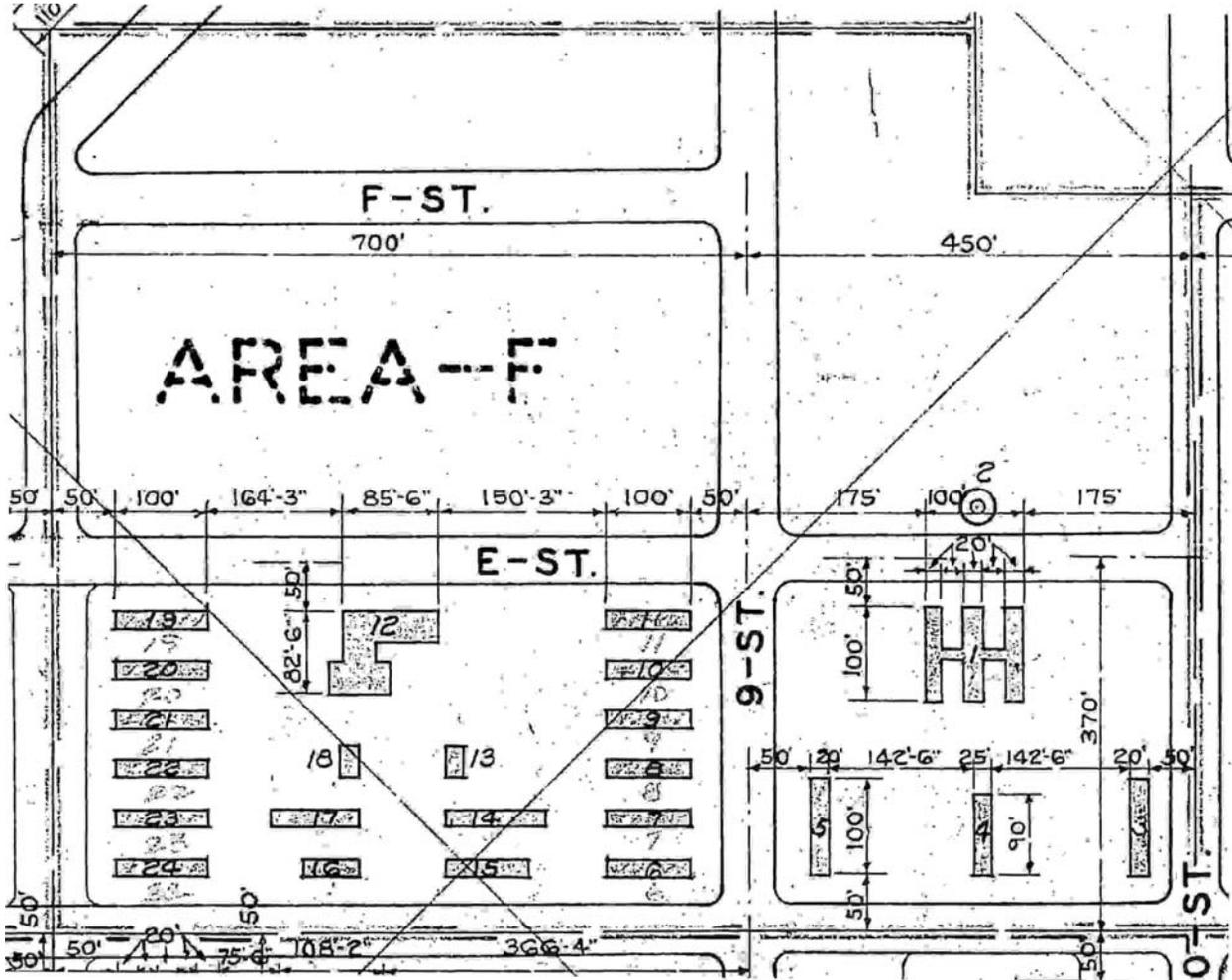
LOCKER ROOM FOUNDATION

WOOD SLEEPERS AT GYM FLOOR

WOOD SLEEPERS AT HANDBALL COURT

Figure 79: Features of Building 315, recreation

4.6 Area F



**Figure 80: Area F, center of base, just south of Area A**  
 Source: Wilson & Company drawings

Area F (Figure 80) contained the post headquarters, post office, telephone and telegraph office, and finance building (Figure 81 and Figure 82). The headquarters building faced the northeast, looking out onto the parade ground, which was marked by a 75-foot tall flag pole. It was flanked by 9th and 10th streets – the main entry onto the base. To the northwest of this administrative and communication area was the cadet’s barracks. This part of Area F was where the bomber pilots cadets (i.e., those in-training) were quartered and included their mess hall, supply and recreation buildings, and lavatories.

Most of Area F was cleared and leveled for the Harry McAdams Park (formerly a state park now owned by the city). This park includes wide expanses of grass and picnic pavilions around a small, man-made lake. The park also contains spaces for overnight camping. The construction of the park truncated the NW-SE (letter) streets and eliminated 9th Street. A new road cuts NE-SW through the former barracks area and there are still remnants of concrete piers scattered around. However, only two foundations were still intact (Building 18 – a type L-1 lavatory and an unidentified structure).



Figure 81: Area F – former parade ground, now part of Harry McAdams Park.



Figure 82: Area F– former site of Post Headquarters from the corner of E and 9th streets. View to the southwest.

Table 7: Area F Buildings

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Post Headquarters	1	Same		X	
Finance & Vault	3	Same		X	
Telephone & Telegraph Office	4	Same		X	
Post Office	5	Same		X	
Cadet Barracks	6	Same		X	
Cadet Barracks	7	Same		X	
Cadet Barracks	8	Same		X	
Cadet Barracks	9	Same		X	
Cadet Barracks	10	Same		X	
Cadet Barracks	11	Same		X	
Cadet Barracks	14	Same		X	
Cadet Barracks	17	Same		X	
Cadet Barracks	19	Same		X	

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Cadet Barracks	20	Same		X	
Cadet Barracks	21	Same		X	
Cadet Barracks	22	Same		X	
Cadet Barracks	23	Same		X	
Cadet Barracks	24	Same		X	
Cadet's Mess Hall	12	Same		X	
Lavatory	13	Same		X	
Lavatory	18	Same	X		
Recreation	15	Same		X	
Recreation	16	Same		X	

#### 4.6.1 Building 18: Lavatory (Type L-4)

The type L-4 lavatory measures 32 x 25 on a concrete slab and features interior partitions to separate the different use areas and mechanical equipment (Figure 83). Like the L-1 type it has two rows of six commodes (see Section 4.1.3).



**CONCRETE FOUNDATION**



**PIPE STAND**

**Figure 83: Features of Building 18, lavatory**



The cadet's barracks have been heavily disturbed and only two lavatories (Buildings 31 and 36) and the mess hall (Building 37) were identified in the field. In contrast, all four building foundations for the WAAC area are still intact.

**Table 8: Area G Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Cadet's Barracks	25	Same		X	
Cadet's Barracks	26	Same		X	
Cadet's Barracks	27	Same		X	
Cadet's Barracks	28	Same		X	
Cadet's Barracks	29	Same		X	
Cadet's Barracks	30	Same		X	
Cadet's Barracks	32	Same		X	
Cadet's Barracks	35	Same		X	
Cadet's Barracks	38	Same		X	
Cadet's Barracks	39	Same		X	
Cadet's Barracks	40	Same		X	
Cadet's Barracks	41	Same		X	
Cadet's Barracks	42	Same		X	
Cadet's Barracks	43	Same		X	
Cadet's Barracks	44	Same		X	
Cadet's Barracks	45	Same		X	
Cadet's Barracks	46	Same		X	
Cadet's Barracks	47	Same		X	
Cadet's Barracks	48	Same		X	
Lavatory	31	Same	X		
Lavatory	36	Same	X		
Lavatory	53	50		X	
Supply	33	Same		X	
Recreation	34	Same		X	
Cadet's Mess Hall	37	Same	X		
WAAC Barracks	Not Listed	652	X		
WAAC Barracks	Not Listed	653	X		
WAAC Mess Hall	Not Listed	650	X		
WAAC Administration, Recreation, & Supply	Not Listed	651	X		

#### 4.7.1 Building 31 and 36: Lavatory (Type L-4)

This lavatory type is similar in layout to the type L-1 (see 4.1.3); but housed in a larger building (32 x 25 feet) (Figure 86 and Figure 87). They were associated with the cadet's barracks.



**Figure 86: Features of Building 31, lavatory**



**Figure 87: Building 36 concrete foundations and boards, lavatory. Note commode drains in the right center of the photograph.**

### 4.7.3 Building 37: Cadet's Mess Hall (Type M350)

The cadet's mess hall is comprised of a concrete slab (15 x 20 feet) located southeast corner that appears to be a kitchen area (Figure 88). A sunken boiler is situated just outside the building. An identification plate reads:

Type: U-69  
Date of Manufacture: 1942  
Wendland Mfg. Co.  
San Angelo, TX.  
Design Pressure: 125 #

The slab had several other features of unknown function (Figure 89). There was circular concrete feature that was almost level with the slab floor. It was surrounded by brick fragments. There was also a concrete lined subterranean pit, 24 inches deep, with an iron slab on the floor. Metal pipes rose through the stem walls of the pit. Other gas pipes were found associated with the slab. A smaller concrete slab was located adjacent to the larger slab on the east. It was covered with dimensional lumber. The remainder of the building consisted of concrete piers, many of them missing. The building measured 100 by 70 feet.

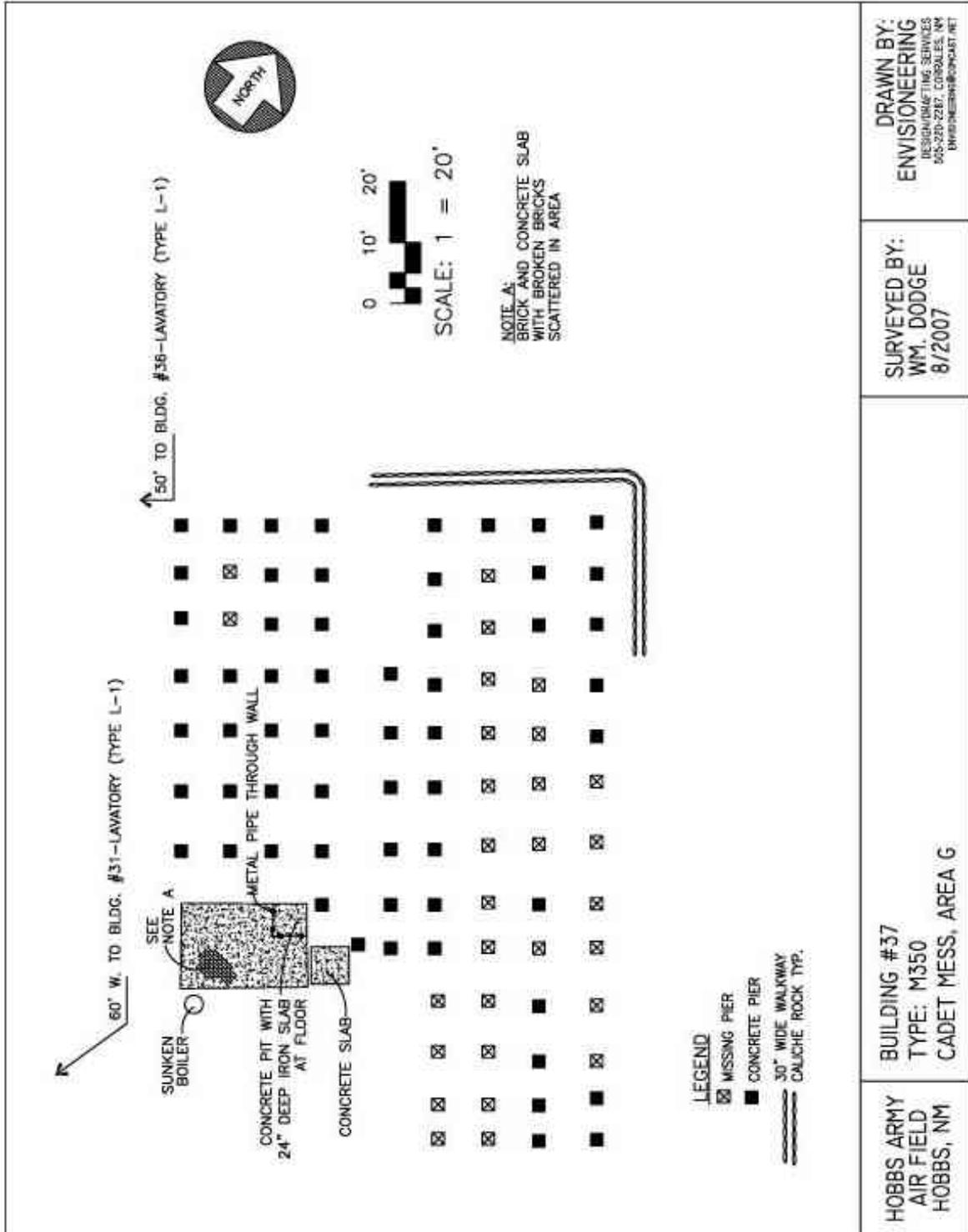


Figure 88: Building 37 sketch map



Figure 89: Features of Building 37, mess hall

#### 4.7.4 Building 651: WAAC Administration, Recreation, & Supply (Type RSAQ-A)

Building 651 is represented by concrete piers indicating an L-shaped building with a concrete slab and entryway where the two section of the L join (Figure 90 and Figure 91). Two additional entrances are situated on the long axis of the building.

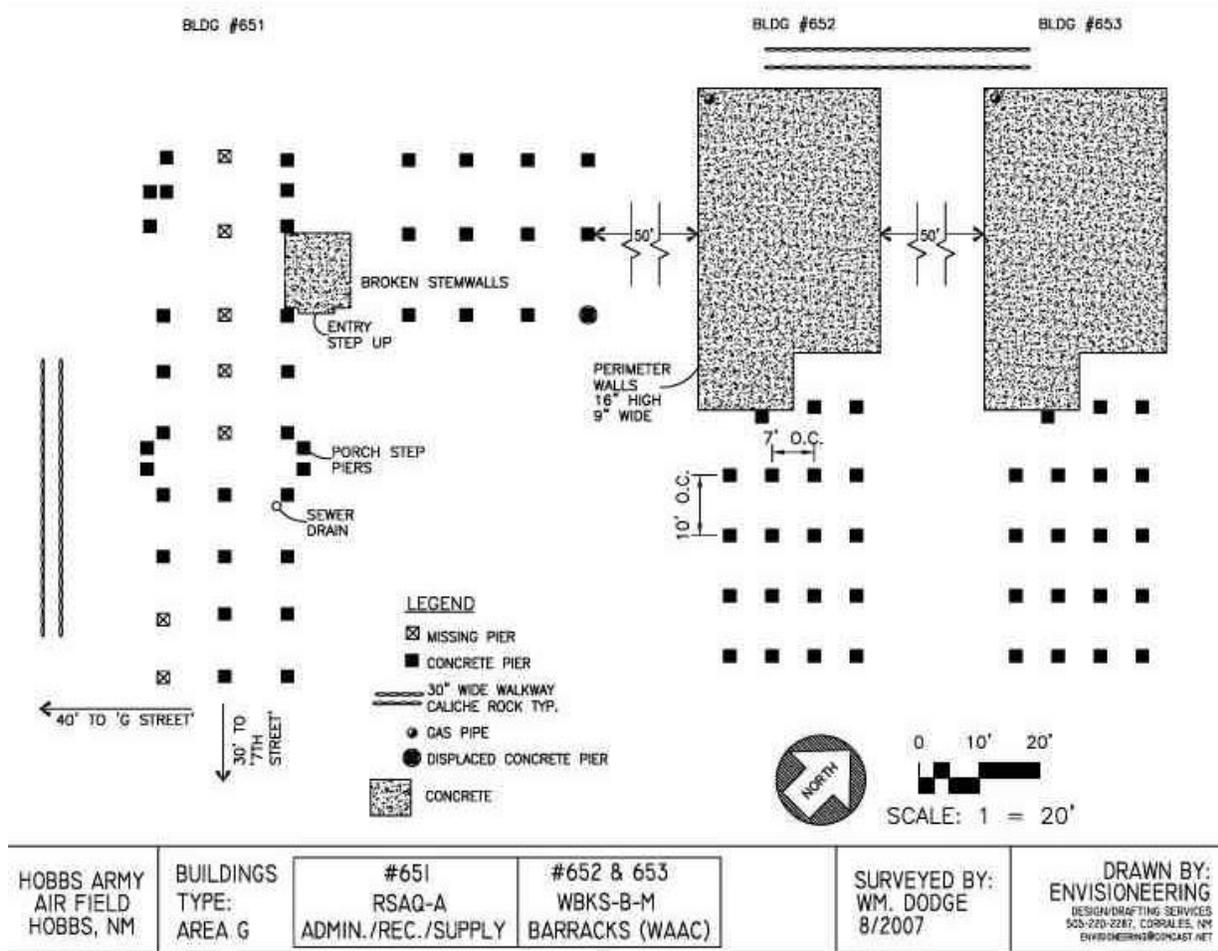


Figure 90: Building 651, 652 and 653 sketch map



**Figure 91: Features of Building 651, WAAC Administration, Recreation & Supply**

#### 4.7.5 Buildings 652 and 653: WAAC Barracks (Type WBKS-B-M)



The WAAC's barracks were differentiated from the enlisted men's barracks by the fact that they were the only 2-story barracks on base and featured indoor plumbing (Figure 92 and Figure 93). They consisted of a concrete slab platform (approximately 30 x 50 feet, 16 inches above grade), adjoined by a series of concrete piers measuring 20 x 40 feet coming off the southeast side of the building (see Figure 90).

**Figure 92: Features of Building 652, WAAC Barracks**



**Figure 93: Features of Building 653, WAAC Barracks**

## 4.8 Area H

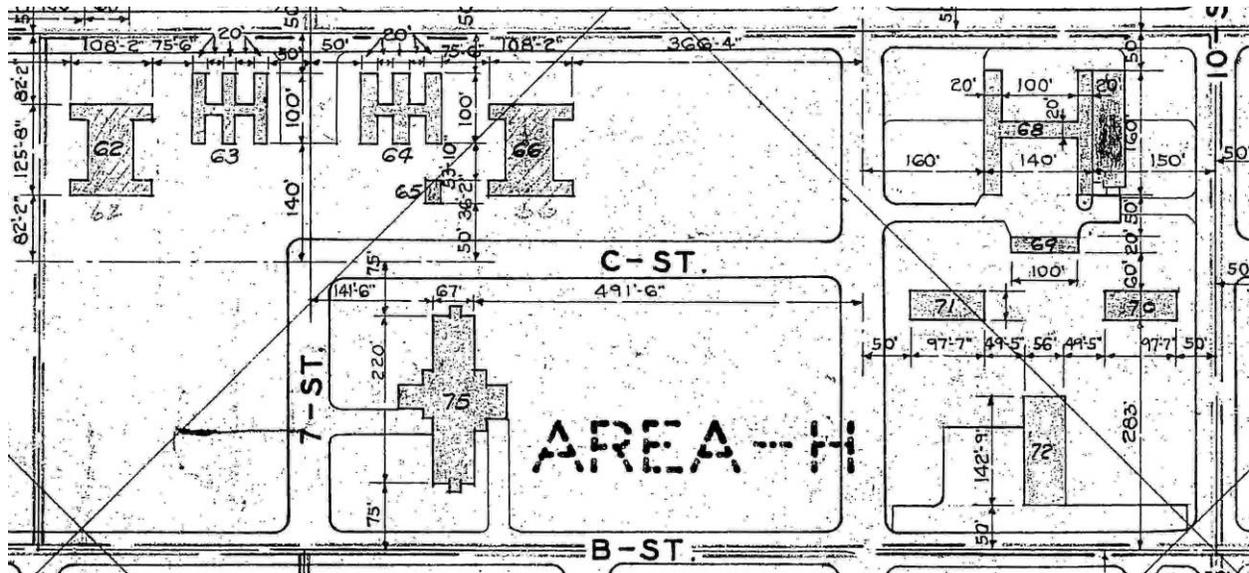


Figure 94: Area H, mid-center of base

Area H (Figure 94) was primarily a training and recreation area for both the military and civilian personnel separated by 9th Street. To the north of the street were two identical school buildings for pilot training, as well as two buildings for cadet administration, whose barracks areas were located just to the north in Area F and G. This section also contained the base swimming pool located between Building 66 and 9th Street, and an enlisted men's mess hall that probably served the squadron barracks in Areas J and K. To the south of 9th Street was the post-exchange (PX), which also included a mess hall (or cafeteria) for civilian employees, a PX warehouse, two chapels (one Catholic and one Protestant), and the base movie theater. The PX, chapels, and theater were between 9th and 10th streets, just southwest of the post HQ and other administrative buildings in Area F.

The area south of 9th Street and the swimming pool were heavily disturbed by the construction of Harry McAdams Park and no structural foundations remain. The two chapels were moved into the town of Hobbs and still serve as churches. Building 70 was moved in July 1947 and is presently the Immanuel Baptist Church, while Building 71 was moved in December 1948 and became the Ebenezer Baptist Church. To the north side of the area, the foundations of the two school buildings and the enlisted men's mess are still intact. Remains of the cadet administration buildings could not be found.

With the building of the park, 9th Street was abandoned and a new gravel road was constructed to the northwest, running just in front of Buildings 66 and 75. C and D streets have since been virtually abandoned as well and are now dirt tracks just visible from the new road (Figure 95).



**Figure 95: D Street looking southeast. Building 62 can be seen in the right-center of the photograph.**

**Table 9: Area H Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
School	62	Same	X		Pilot training
School	68	66	X		Pilot training
Cadet Admin.	63	Same		X	
Cadet Admin.	64	Same		X	
Lavatory	74	65		X	
E.M. Mess Hall	72	75	X		
PX / Civilian Mess	67	68		X	
PX Warehouse	68	69		X	
Chapel	69	70		X	Building moved to Hobbs
Chapel	71	Same		X	Building moved to Hobbs
Movie Theater	70	72		X	

#### 4.8.1 Buildings 62 and 66: School Classrooms (Type SB-12)

These two identical buildings were used for cadet training classrooms. They were built on stem wall foundations that were raised 38 inches above grade in the center of the structure and featured rectangular wings on east side of the building which were built at grade (Figure 96 and Figure 97). Four sets of concrete steps provided access to the center of the building. Openings cut into the foundation walls suggest the presence of a crawlspace or low basement (Figure 98). One-half of the openings were slightly larger, set lower below the top of the stem walls, and were framed with dimensional lumber (Figure 99).

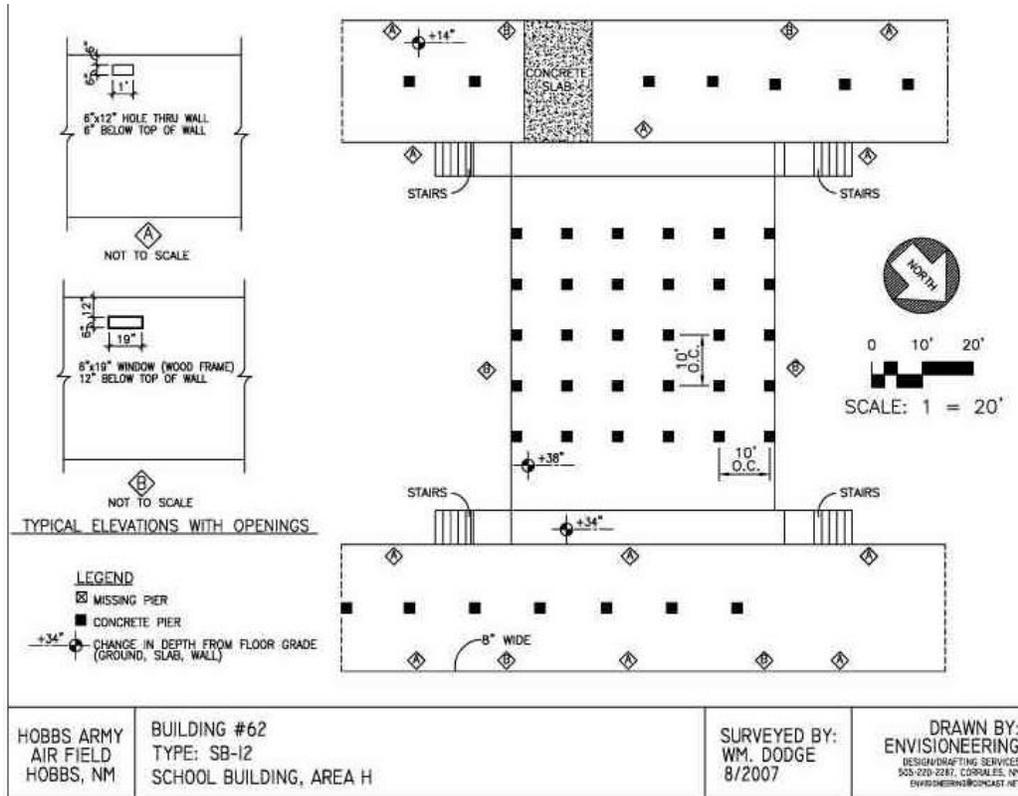


Figure 96: Building 62 sketch map



CONCRETE STEM WALL AND PIERS      CONCRETE FOUNDATION      1940s GRAFITTI

Figure 97: Foundation features of Building 62, School



CONCRETE STAIRS      WINDOW      FOUNDATION OPENING

Figure 98: Architectural features of Building 62, cadet training school



**Figure 99: Features of Building 66, cadet training school**

#### 4.8.2 Building 75: Enlisted Men’s Mess Hall (Type unknown)

Building 75 is one of the largest remaining foundations on the HAAF, measuring 215 x 180 feet (Figure 100). The building was constructed on concrete piers except for a raised concrete slab platform in the center of the structure (even in height with the surrounding piers) and a concrete slab at grade at the building’s northwest corner, which was presumably the kitchen. The piers at the southeast corner of the structure are spaced more closely together suggesting an enclosed porch over the main entry. Some piers on the building’s wings are larger in diameter than adjacent piers indicate the need to carry a heavier load (Figure 101). The supposed kitchen area is separated from the main building by about 25 feet. Its slab measures 40 x 25 feet and has a wide sloping concrete ramp on its southwest side. Several internal features were found including a raised concrete slab with brick inlay, bricks lay on the slab, and grooves cut the slab at grade. Gas lines entered the area from the northeast and a large unidentified slab, standing 45 inches high was situated just outside the stem wall foundation (Figure 102).

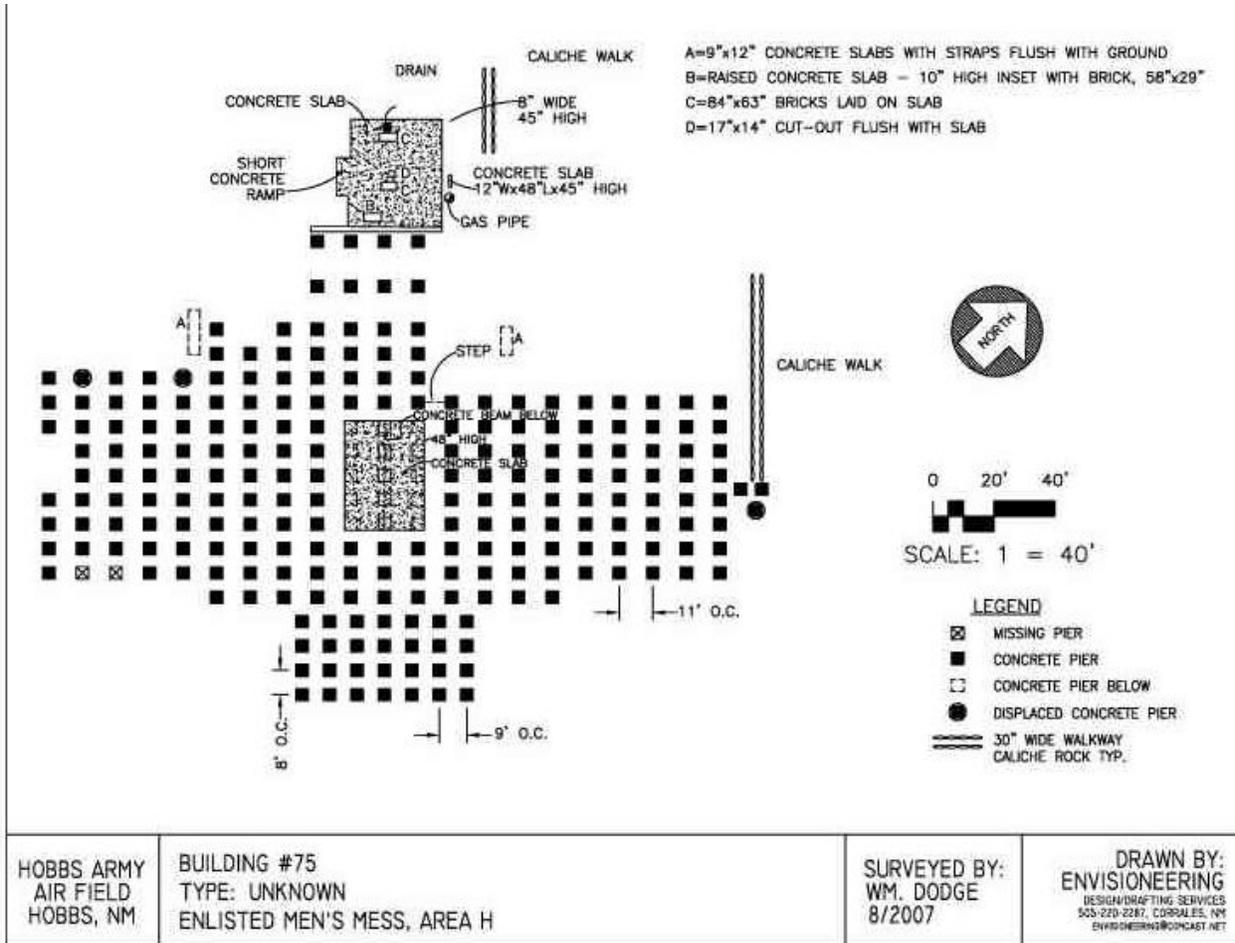


Figure 100: Building 75 sketch map



CONCRETE PIERS

RECTANGULAR PIERS WITH STRAPS

CONCRETE PLATFORM

Figure 101: Concrete features of Building 75, enlisted men's mess hall



**Table 10: Area I Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Paint & Oil Storage				X	Also shown on the Area J plan drawings
Specialized Maintenance & Equipment Shed	273	273		X	Also shown on the Area J plan drawings. Different building location and configuration in the 1944 inventory than the 1943 plans. Bldg. probably not constructed as shown on 1943 plans.
Unidentified	274	Different Bldg.		X	No. 274 was reused for the A.C. Hangar located in Area J
Stage Control Tower	Not listed	276		X	
Squadron Operations & Crew Chief Bldg.	Not listed	277		X	
Squadron Operations & Crew Chief Bldg.	Not listed	278		X	



demolished, but the rails for large, sliding hangar doors are still embedded in the concrete. All concrete parking aprons are still in place (Figure 105).



**Figure 105: View to the southeast of the parking apron and Area J. The concrete apron in the center of the photo was used for moving aircraft through the Air Command hangars for maintenance. The power lines in the background run parallel to A Street.**

**Table 11: Area J Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
E.M. Barracks	127	Same			Not surveyed
E.M. Barracks	128	Same			Not surveyed
E.M. Barracks	129	Same			Not surveyed
E.M. Barracks	130	Same			Not surveyed
E.M. Barracks	131	Same			Not surveyed
E.M. Barracks	132	Same			Not surveyed
E.M. Barracks	141	Same			Not surveyed
E.M. Barracks	142	Same			Not surveyed
E.M. Barracks	143	Same			Not surveyed
E.M. Barracks	144	Same			Not surveyed
E.M. Barracks	145	Same			Not surveyed
E.M. Barracks	146	Same			Not surveyed
E.M. Barracks	147	Same			Not surveyed
E.M. Barracks	148	Same			Not surveyed
E.M. Barracks	149	Same			Not surveyed
E.M. Barracks	150	Same			Not surveyed
E.M. Barracks	151	Same			Not surveyed
E.M. Barracks	152	Same			Not surveyed
E.M. Barracks	161	Same			Not surveyed
E.M. Barracks	162	Same			Not surveyed
E.M. Barracks	163	Same			Not surveyed
E.M. Barracks	164	Same			Not surveyed
E.M. Barracks	165	Same			Not surveyed
E.M. Barracks	166	Same			Not surveyed

The History & Archaeology of the Hobbs Army Air Field

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Administration	133	Same			Not surveyed
Administration	140	Same			Not surveyed
Administration	153	Same			Not surveyed
Administration	160	Same			Not surveyed
Recreation	136	Same			Not surveyed
Recreation	137	Same			Not surveyed
Recreation	156	Same			Not surveyed
Recreation	157	Same			Not surveyed
Supply	134	Same			Not surveyed
Supply	139	Same			Not surveyed
Supply	154	Same			Not surveyed
Supply	153	Same			Not surveyed
Lavatory	135	Same			Not surveyed
Lavatory	138	Same			Not surveyed
Lavatory	155	Same			Not surveyed
Lavatory	158	Same			Not surveyed
A.C. Squadron Hangar	Not listed	272	X		Door rails still in place
A.C. Squadron Hangar	Not listed	274	X		Door rails still in place
Bomb Trainer	201	Same	X		
Bomb Trainer	205	202	X		
Bombsight Storage	202	203			
Bombsight Storage	203	204	X		No photo
Bombsight Storage	Not listed	205	X		
Paint & Oil Storage	200	Same		X	Also shown on Area I drawing
Boiler House	206	206	X		For Building 205
Cadet Operations	207	Same		X	
Link Trainer	208	Same		X	
Special Operations & Crew Chief Bldg.	266	269		X	
Unidentified	271	Not listed		X	Bldg. on 1943 plans, but may not have been constructed
Specialized Maintenance & Equipment Shed	273	273	X		Different building location and configuration in the 1944 inventory than the 1943 plans. Bldg. probably not constructed as shown on 1943 plans.

#### 4.10.1 Buildings 201 and 202: Bomb Trainer (Type OBH-1)

The bomb trainer buildings were large, 2-story hangar-like buildings that faced the aircraft parking apron. They measured 95 x 95 feet square and were constructed on a concrete slab with six rooms aligned against the back wall (Figure 106 and see Building 211 figure). The rooms were 12 feet wide of varying lengths and probably housed offices and a lavatory. The front of the building featured a four-rail track across the width of the building which moved the two, full-length sliding doors (Figure 107). The mechanisms for controlling the doors were located at either end of the rail.



**Figure 106: Concrete slab of Building 201, bomb trainer**



**CONCRETE SLAB**



**STEEL DOOR TRACKS**



**STEM WALL FOR REAR ROOMS**

**Figure 107: Concrete features of Building 202, bomb trainer**

#### 4.10.2 Buildings 203 and 204: Bombsight Storage (Type BSS-1)

These two conjoined buildings are concrete vaults designed to store top-secret equipment (Figure 108). The heavy, steel door for Building 203 faces south, while Building 204 has two similar doors facing north. The shed-roofed structure has no windows but does have rectangular air vents spaced across the top of the wall.



**NORTH ELEVATION**



**STEEL DOOR**



**CONNECTION OF 203 & 204**

**Figure 108: Concrete features of Building 203, bomb sight storage**

#### 4.10.3 Building 205: Bombsight Storage (Type BSS-5)

This model of storage building has four vaults with their entryways facing south. Each of the entryways has been demolished, leaving gaping holes in that side of the building. The building has a shed roof with no other openings (Figure 109).



**SOUTH ELEVATION**



**RELATIONSHIP TO 203**

**Figure 109: features of Building 205, bombsight storage**

#### 4.10.4 Building 206: Boiler House (Type unknown)

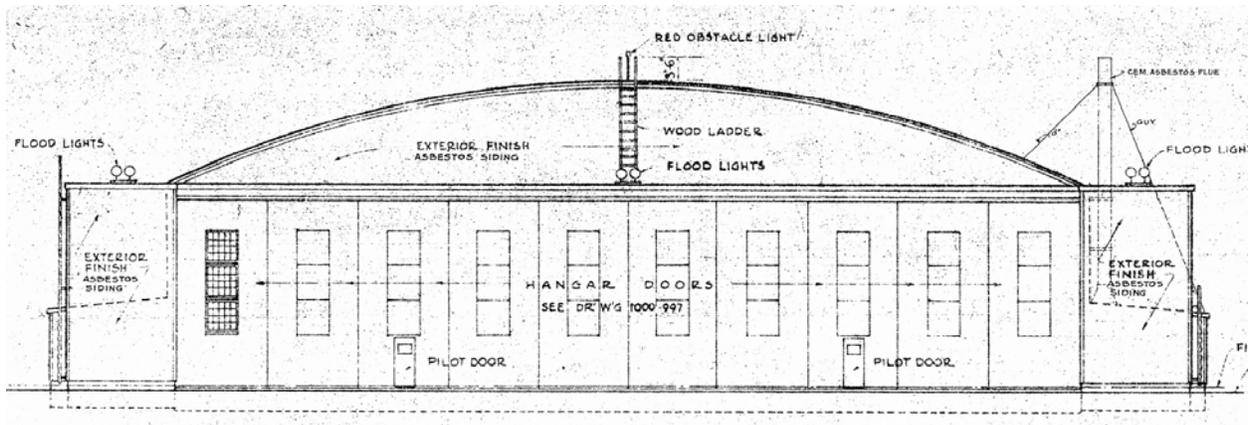


The rectangular foundation of a small boiler house is located to Building 205 (Figure 110). It features a rectangular subterranean concrete-lined pit in its southwest corner. According to historic documents it is said to have provided heat for Building 205 (TL 2005: Appendix B).

**Figure 110: Concrete foundation of Building 206, boiler house**

#### 4.10.5 Buildings 272 and 274: A.C. Squadron Hangars (Types OB-H-2 and HANG-N-A)

Figure 111 is an elevation showing the architecture of the A.C. Squadron Hangars. All that is left of the large squadron hangars are the concrete pads where the building used to sit and the tracks for the massive sliding doors (Figure 112 and Figure 113).



**Figure 111: Arched A.C. Hangar (HANG-N-A)**  
Source: Wilson & Company drawings



**APRON IN FRONT OF BUILDING      STEEL DOOR TRACKS**

**Figure 112: Concrete features of Building 272, A.C. Squadron Hangar**



**CONCRETE CLAB & DOOR TRACKS      SLAB DETAIL**

**Figure 113: Concrete features of Building 274, A.C. Squadron Hangar**

4.11 Area K

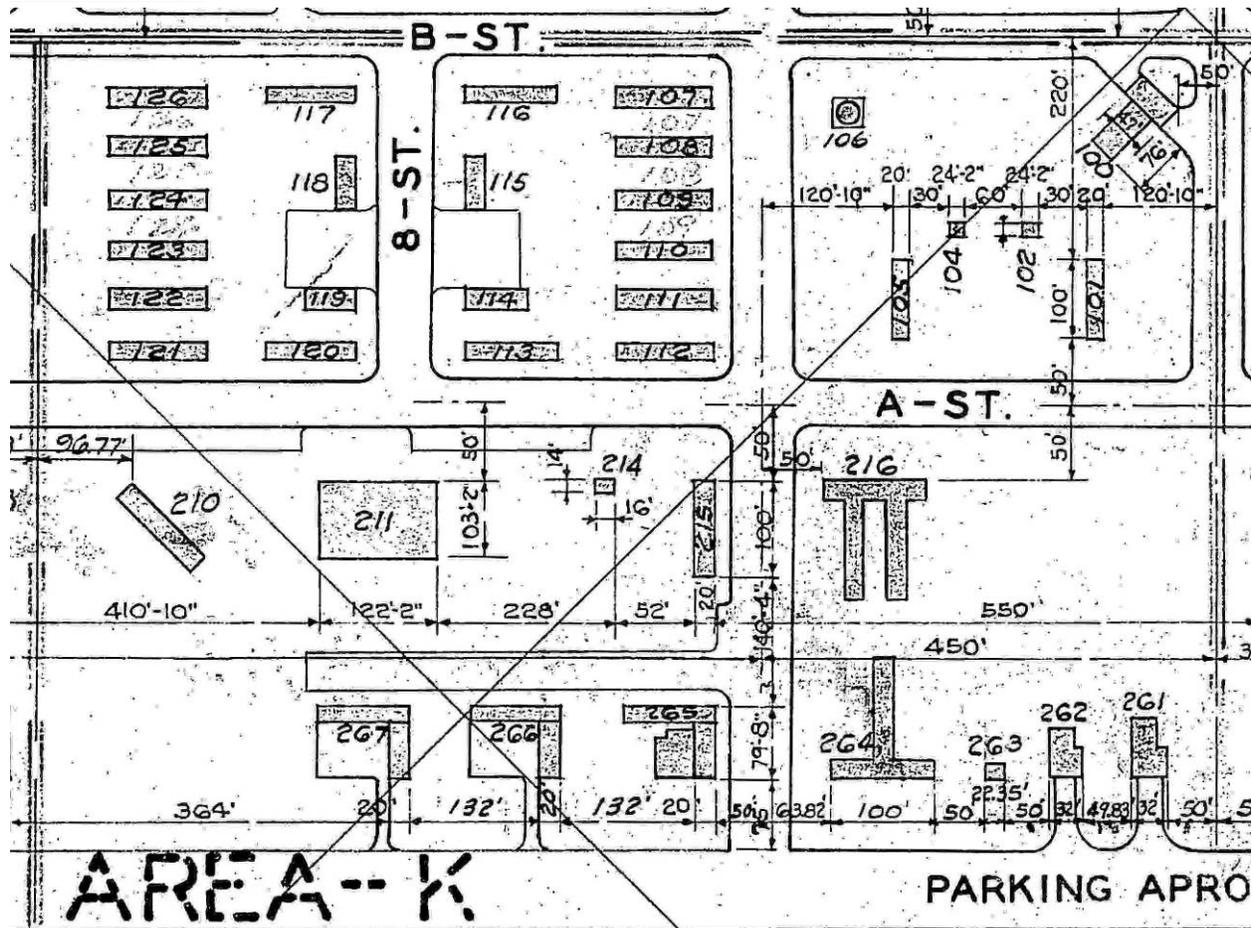


Figure 114: Area K, West side of base, adjacent to flight line

Area K can be divided into three sub-areas: (1) squadron living area, (2) base support buildings, and (2) flight line operations. Sub-area 1 is located on the north side of A Avenue; sub-area 2 is located across 9th Street to the southeast, while sub-area 3 is situated to the west of A Avenue (Figure 114). The living area was identical in layout to all other squadrons – consisting of an administration building, recreation building, supply building, lavatory, and six barracks. Two squadrons were housed in Area J.

The flight line buildings were all associated with cadet pilot training and operations, and flight operations. Buildings associated with pilot training included a second link trainer, and four combined squadron operations and crew chief buildings. Support buildings included the photo lab, crash truck garages, and a headquarters building. In the center of the flight line were the stage control tower and the base operations building, which controlled flight line activities.

Scattered foundations of barracks, support buildings, and lavatories were still extant in the northern-most squadron area. The other sub-areas east of A Avenue had been disturbed by the construction of Harry McAdams Park. Along the flight line, only the foundations for bomb trainer building still exist. Evidence of 8th and 9th streets has been obliterated by the construction of the park.

**Table 12: Area K Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Fire Station	100	Same		X	
Guard House	101	Same		X	
Guard House	105	Same		X	
Lavatory	102	Same		X	
Lavatory	104	Same		X	
Elevated Water Storage Tank	106	Same		X	
E.M. Barracks	107	Same		X	
E.M. Barracks	108	Same		X	
E.M. Barracks	109	Same		X	
E.M. Barracks	110	Same		X	
E.M. Barracks	111	Same		X	
E.M. Barracks	112	Same		X	
E.M. Barracks	121	Same		X	
E.M. Barracks	122	Same		X	
E.M. Barracks	123	Same		X	
E.M. Barracks	124	Same	X		
E.M. Barracks	125	Same		X	
E.M. Barracks	126	Same		X	
Administration	113	Same		X	
	120	Same		X	
Recreation	116	Same	X	X	
	117	Same		X	
Supply	114	Same		X	
	119	Same		X	
Lavatory	115	Same		X	
	118	Same	X		
Link Trainer	208			X	Also shown in Area J on 1943 plans
	210			X	
Bomb Trainer	211		X		
Paint & Oil Storage	212	214		X	
Photo Lab	213	215		X	
Headquarters	Not listed	216		X	
Crash Truck Garage	Not listed	261		X	
Crash Truck Garage	Not listed	262		X	
Stage Control Tower	260	263		X	
Base Operations	261	264		X	
Squadron Operations & Crew Chief	262	265		X	
Squadron Operations & Crew Chief	263	266		X	
Squadron	264	267		X	

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Operations & Crew Chief					
Squadron Operations & Crew Chief	266	269		X	Also shown in Area J on 1943 plans

#### 4.11.1 Building 117: Recreation (Type TRB-4)

A wood frame building set on concrete piers. Entry was via steps, supported by piers, set in the southwest corner of the building (Figure 115 and Figure 116).

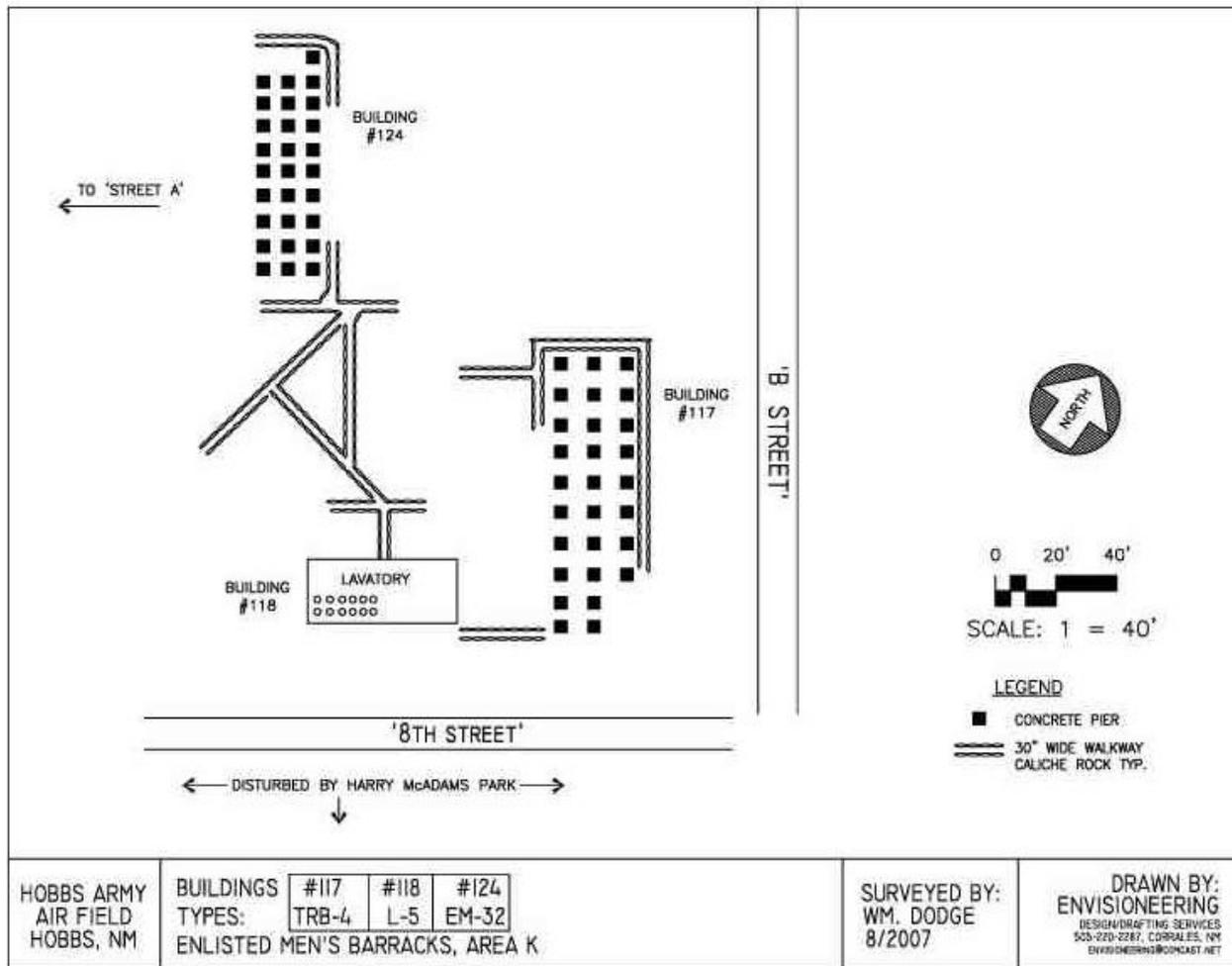


Figure 115: Building 117, 118 and 124 sketch map



**CONCRETE PIERS**



**CALICHE WALWAY**

**Figure 116: Concrete slab and stem walls of Building 116, recreation**

#### 4.11.2 Building 118: Lavatory (Type L-5)



The type L-5 lavatory is similar in plan to the type L-4; however, it is larger, measuring 50 x 25 feet (Figure 115 and Figure 117). It was associated with squadron barracks.

**Figure 117: Concrete slab of Building 118, lavatory**

#### 4.11.3 Building 124: Enlisted Men Barracks (Type E.M.-32)



This building was identical to other E.M.-32 buildings (Figure 118).

**Figure 118: Features of Building 124, enlisted men barracks**

### 4.11.4 Building 211: Bomb Trainer

See description for Buildings 201, 202 in Section 4.10.1. Figure 119 and Figure 120 shows the remains that are typical for these three structures.

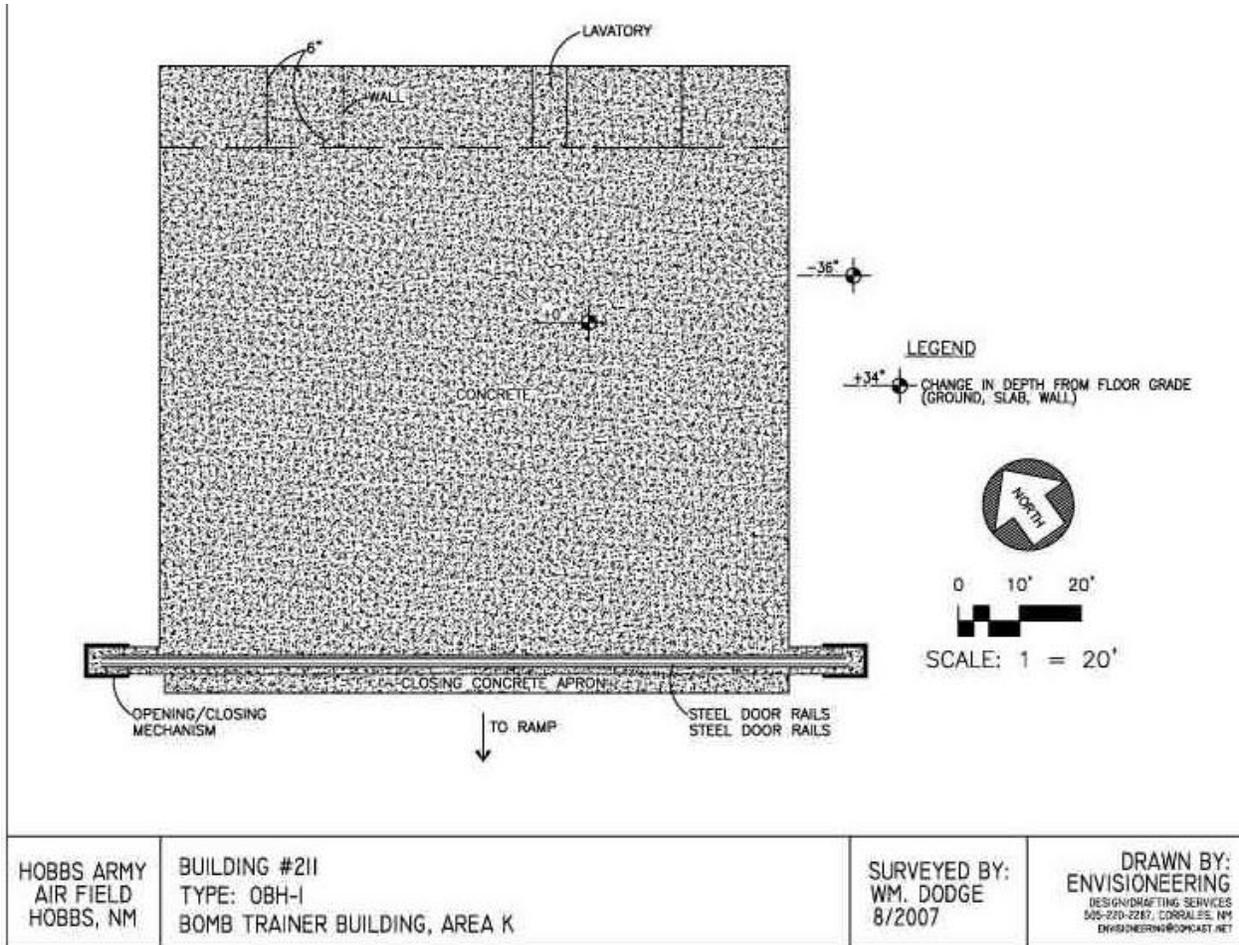


Figure 119: Building 211 sketch map



CONCRETE SLAB WITH DOOR TRACKS



TRACKS & DOOR BAY

Figure 120: Features of Building 211, bomb trainer

## 4.12 Area L

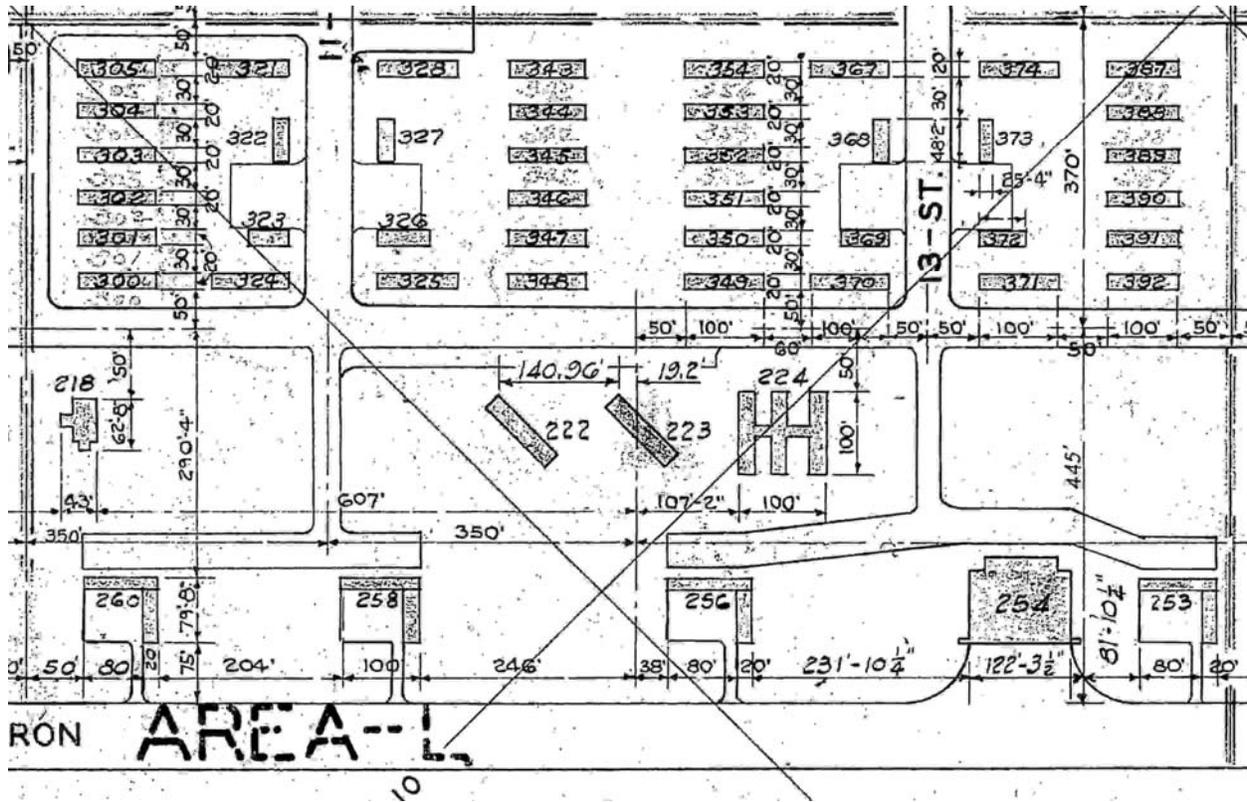


Figure 121: West-center of base

Area L can be divided into two sub-areas: (1) squadron living areas and (2) flight line operations (Figure 121). The former is located on the north side of A Street, while the latter is situated to the west of the road. The living area was identical in layout to that of all other squadrons – consisting of an administration building, recreation building, supply building, lavatory, and six barracks. Four squadrons were housed in Area L.

The flight line buildings were all associated with cadet pilot training and operations, and aircraft maintenance activities. The cadet squadrons each had their own training building (e.g., Buildings 253, 256, 258, and 260), two link trainers, and an A.C. squadron hangar where maintenance was carried out. This area, located towards the middle of the flight line, also had a cadet operations building. The base's parachute packing building was also located in Area L.

The area has been heavily disturbed and only one building foundation was found intact (Building 373 – a lavatory). The construction of the headquarters for the National Soaring Society in the southeast corner of 10th and A streets has completely removed all evidence of the squadron living area (Figure 122). An RV parking area for McAdams Park removed the foundations for the buildings facing the flight line. The alignment of B Street south of 13th Street realigned when the golf course was constructed which removed a number of squadron buildings.



**Figure 122: View to the northwest of Area L. The National Soaring Society building can be seen just in front of the tree line in the center of the photo. The power lines to the left follow the alignment of A Street.**

**Table 13: Area L Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07	
			Yes	No
E.M. Barracks	300	Same		X
E.M. Barracks	301	Same		X
E.M. Barracks	302	Same		X
E.M. Barracks	303	Same		X
E.M. Barracks	304	Same		X
E.M. Barracks	305	Same		X
E.M. Barracks	343	Same		X
E.M. Barracks	344	Same		X
E.M. Barracks	345	Same		X
E.M. Barracks	456	Same		X
E.M. Barracks	347	Same		X
E.M. Barracks	348	Same		X
E.M. Barracks	349	Same		X
E.M. Barracks	350	Same		X
E.M. Barracks	351	Same		X
E.M. Barracks	352	Same		X
E.M. Barracks	353	Same		X
E.M. Barracks	354	Same		X
E.M. Barracks	387	Same		X
E.M. Barracks	388	Same		X
E.M. Barracks	389	Same		X
E.M. Barracks	390	Same		X
E.M. Barracks	391	Same		X
E.M. Barracks	392	Same		X
Administration	324	Same		X
Administration	326	Same		X
Administration	370	Same		X
Administration	371	Same	X	
Recreation	321	Same		X
Recreation	328	Same		X
Recreation	367	Same		X
Recreation	374	Same		X

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ††	Foundations Existing Aug. 07	
			Yes	No
Supply	323	Same		X
Supply	326	Same		X
Supply	369	Same		X
Supply	372	Same		X
Lavatory	322	Same		X
Lavatory	327	Same		X
Lavatory	368	Same	X	
Lavatory	373	Same	X	
Parachute Bldg.	216	218		X
Link Trainer	219	220		X
Link Trainer	220	223		X
Cadet Operations	221	224		X
A.C. Squadron Hangar	Not listed	254		X
Squadron Operations	249	253		X
Squadron Operations	252	256		X
Squadron Operations	254	258		X
Squadron Operations	256	260		X

#### 4.12.1 Buildings 368 and 373: Lavatory (Type L-5)



The type L-5 lavatory is similar in plan to the type L-4; however, it is larger, measuring 50 x 25 feet (Figure 123 and Figure 124). Both lavatories were associated with squadron barracks.

**Figure 123: Features of Building 368, lavatory**



**Figure 124: Features of Building 373, lavatory**



**Table 14: Area M Buildings**

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
E.M Barracks	400	Same		X	
E.M Barracks	401	Same		X	
E.M Barracks	402	Same		X	
E.M Barracks	403	Same		X	
E.M Barracks	404	Same		X	
E.M Barracks	405	Same		X	
E.M Barracks	468	Same		X	
E.M Barracks	469	Same		X	
E.M Barracks	470	Same		X	
E.M Barracks	471	Same		X	
E.M Barracks	472	Same		X	
E.M Barracks	473	Same		X	
E.M. Barracks	506	504		X	
E.M Barracks	537	536		X	
E.M Barracks	538	537		X	
E.M Barracks	539	538		X	
E.M Barracks	540	539		X	
E.M Barracks	541	540		X	
E.M Barracks	542	541		X	
Administration	438	Same		X	
Administration	439	Same		X	
Administration	500	Same		X	
Recreation	434	Same		X	
Recreation	442	Same		X	
Recreation	505	504		X	
Supply	437	Same		X	
Supply	442	Same		X	
Supply	501	Same		X	
Lavatory	435	Same	X		
Lavatory	441	Same		X	
Lavatory	502	Same		X	
Base Engineering Shop	230	234	X		
Armament & Installation / Inspection & Adjustment Bldg.	229	233		X	
Locker Room	236	Same		X	Hangar for base engineering shop
Base Engineering & Inspection Bldg.	246	Same		X	A small rectangular structure found on apron- may have been a part of this hangar (Bldg. 246)
Stage Control Tower	243	247		X	
Squadron Operations Bldg.	244	248	X		There may be a foundation remnant of this building, but it could not be confirmed.

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Squadron Operations Bldg.	246	250		X	

#### 4.13.1 Building 234: Base Engineering Shop (Type BES-1)

The Base Engineering Shop, measuring 300 x 180 feet, was one of the largest buildings on HAAF (Figure 126 - 129). The building was set on a concrete slab as high as three feet above ground level. It features two distinct areas: (1) the north half of the structure has concrete slab cut by deep floor drains (16 inches wide and 16 inches deep); and (2) the south half consisting of concrete slab without obstructions. A concrete ramp slopes up from north to south through the center of the building to connect the north and south ends. Loading docks are located on the south and west sides. A sewer system runs underneath the building, which is serviced through a hatchway located in the ramp. A large, pull-through hangar (Building 246) was attached to the west side of the structure. The foundations of an unidentified structure (no building number) once located inside Building 246 sits on the parking apron.

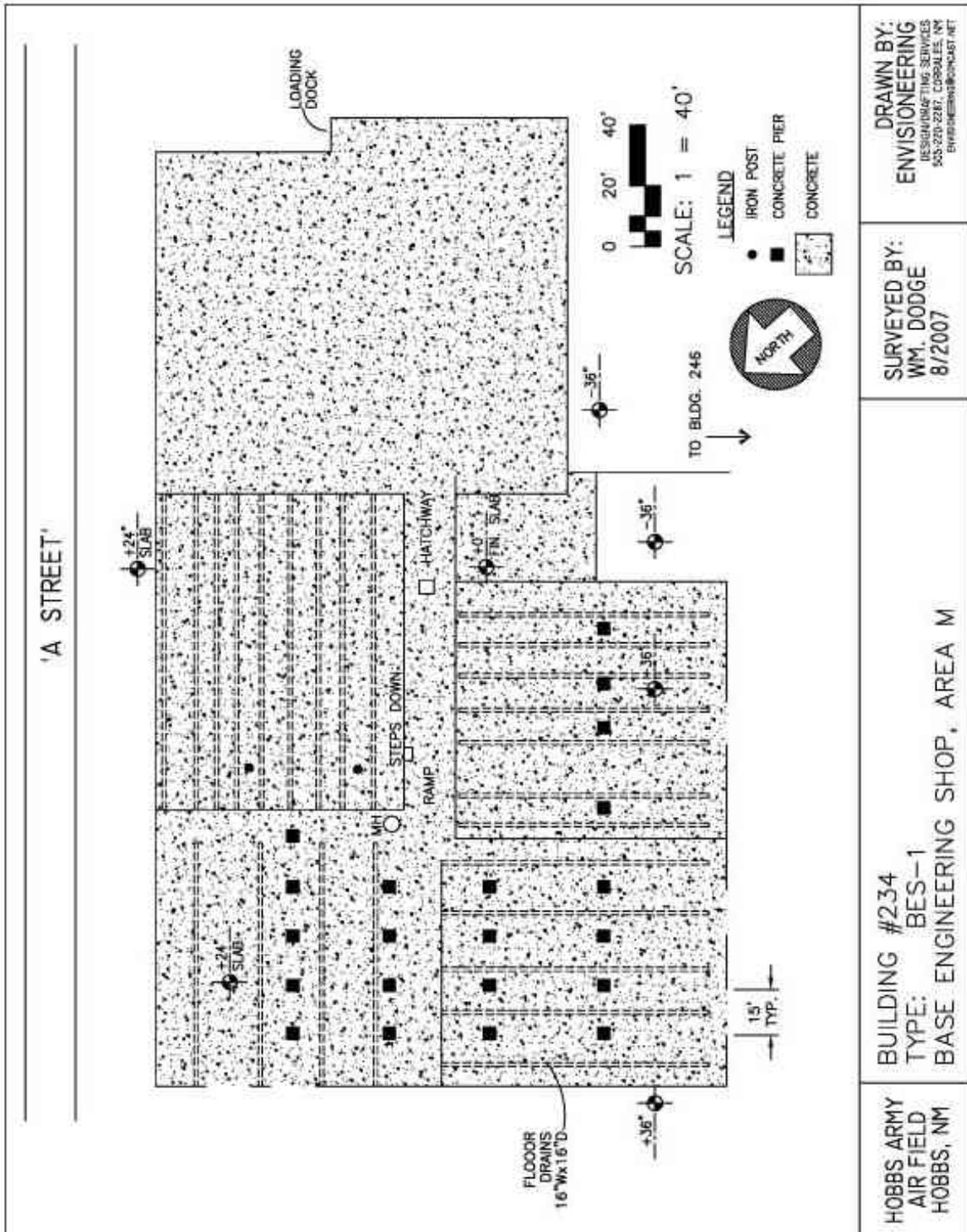


Figure 126: Building 234 sketch map



CONCRETE FLOOR WITH DRAINS      CONCRETE SLAB WITH PIERS      CONCRETE RAMP  
**Figure 127: Features of Building 234, Base Engineering Shop**



OUTBUILDING FOUNDATION      PIER DETAIL  
**Figure 128: Additional features of Building 234, Base Engineering Shop**



**Figure 129: Base Engineering and Maintenance (234) (right) and associated maintenance hangar (246) (left) in 1943**

Source: TechLaw (2005) Appendix A, document no. NA2-HOB-0278



The storage yard, located west of A Street, contained very few structures, including a paint and oil storage building, a boiler house for the base engineering shop (Building 234), and the reclamation building.

The foundations for the Sub-Depot warehouses, storage buildings, and commissary, as well as the foundations for the individual legs of the water tank, can still be seen in Area N. The buildings and their foundations for the storage yard have been removed. 18th Street is an improved gravel road and still serves areas within the HIAP.

**Table 15: Area N Buildings**

BUILDING NAME	March 1943 Building No. <sup>†</sup>	January 1944 Building No. <sup>‡</sup>	Foundations Existing Aug. 07		Notes
			Yes	No	
Quartermaster Warehouse	543	542	X		
Quartermaster Warehouse	544	543	X		
Quartermaster Warehouse	559	Same	X		
Quartermaster Warehouse	560	Same	X		
Quartermaster Warehouse	561	Same	X		
A.C. Warehouse	546	545	X		
A.C. Warehouse	557	Same	X		
A.C. Warehouse	563	Same	X		
A.C. Warehouse	564	Same	X		
Inert Storage Warehouse	568	Same	X		
Inert Storage Warehouse	569	Same	X		
Commissary	570	Same	X		
Lavatory	558	Same	X		
Paint, Oil, & Dope Storage	571	Same	X		
Dope & Oil Storage	Not listed	556	X		
Dope & Oil Storage	Not listed	566	X		
Oil Storage System	Not listed	548	X		
Elevated Water Storage Tank	550	549	X		8 foundations for tower legs only
Paint & Oil Storage	232	237		X	
Boiler House	Not listed	235		X	For Bldg. 234
Reclamation Bldg.	Not listed	245		X	
Unidentified Bldg.	Not listed	238		X	Not on inventory list
Unidentified Bldg.	547	546		X	Not on inventory list

### 4.14.1 Building 548: Oil Storage System (Type unknown)

A small building measuring 20 x 25 feet with a rectangular section set below slab grade (Figure 132).

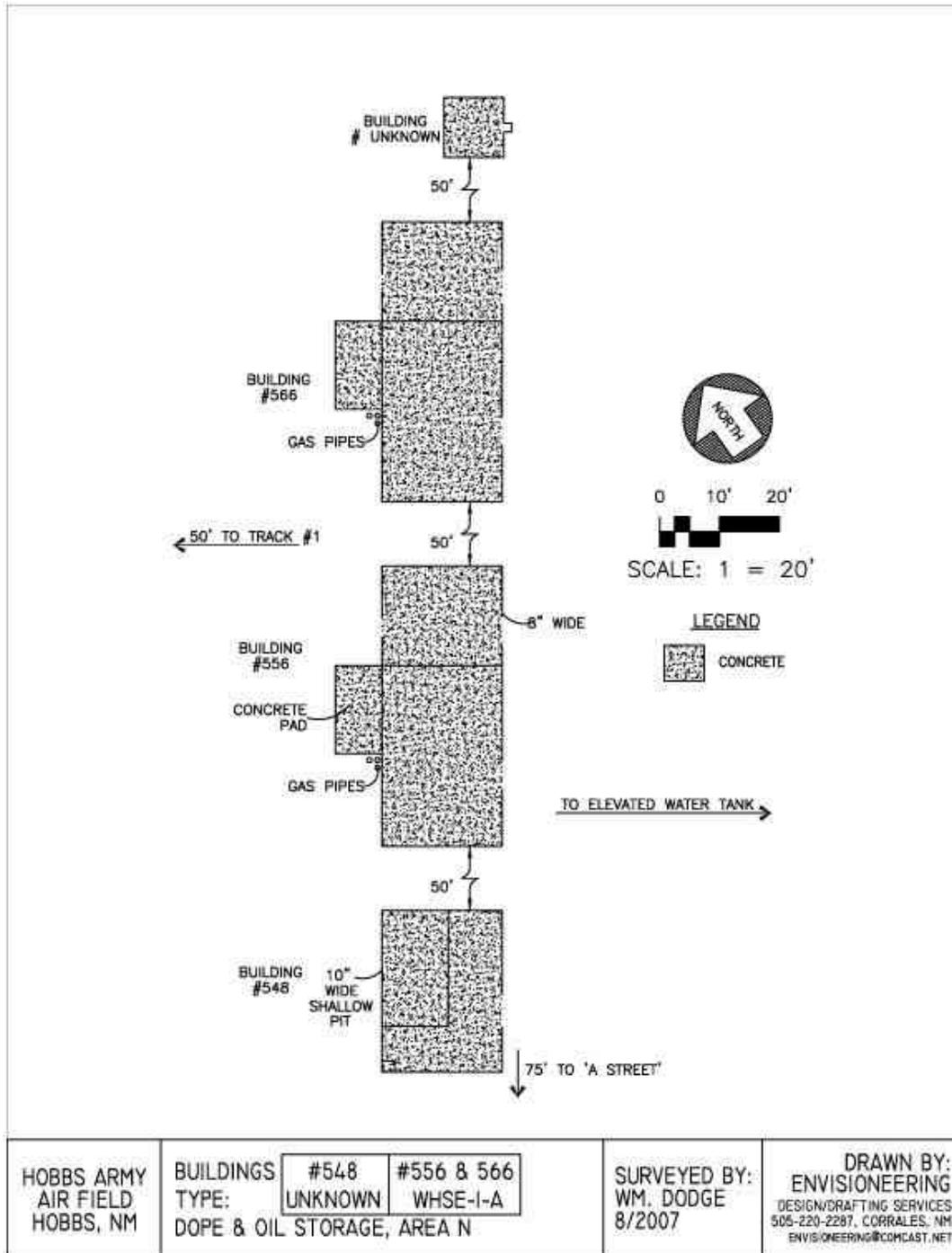


Figure 132: Building 548, 556 and 566 sketch map



**Figure 133: Features of Building 548, oil storage system**

#### 4.14.2 Buildings 556 and 566: Dope & Oil Storage (Type WSHE -1-A)



These identical buildings have two interior, non-connecting rooms that have their own separate entrances. A concrete slab, probably a loading dock, is situated on the structure's west side where a cluster of gas pipes are located (Figure 134). The loading docks face the railroad spur line # 1.

**Figure 134: Concrete foundation of Building 556, dope & oil storage**

#### 4.14.3 Building 561: Quartermaster Warehouse (Type TSH-18)



The only remains of the large warehouses in Area N are concrete slabs poured at grade (Figure 135 and Figure 136).

**Figure 135: Features of Building 561, Quartermaster Warehouse**



Figure 136: Concrete foundation of Building 566, dope & oil storage

#### 4.14.4 Building 570: Commissary

The commissary consists of six parallel rows of concrete stem walls, approximately 36 inches high (Figure 137). These walls are flanked on either side of the building by concrete piers representing porch supports. It is not known if these porches were enclosed or just covered. A concrete slab at grade at the center of the building probably represents a loading area. Remnants of reinforced concrete flooring were found piled on the foundations at the southwest end of the building (Figure 138).

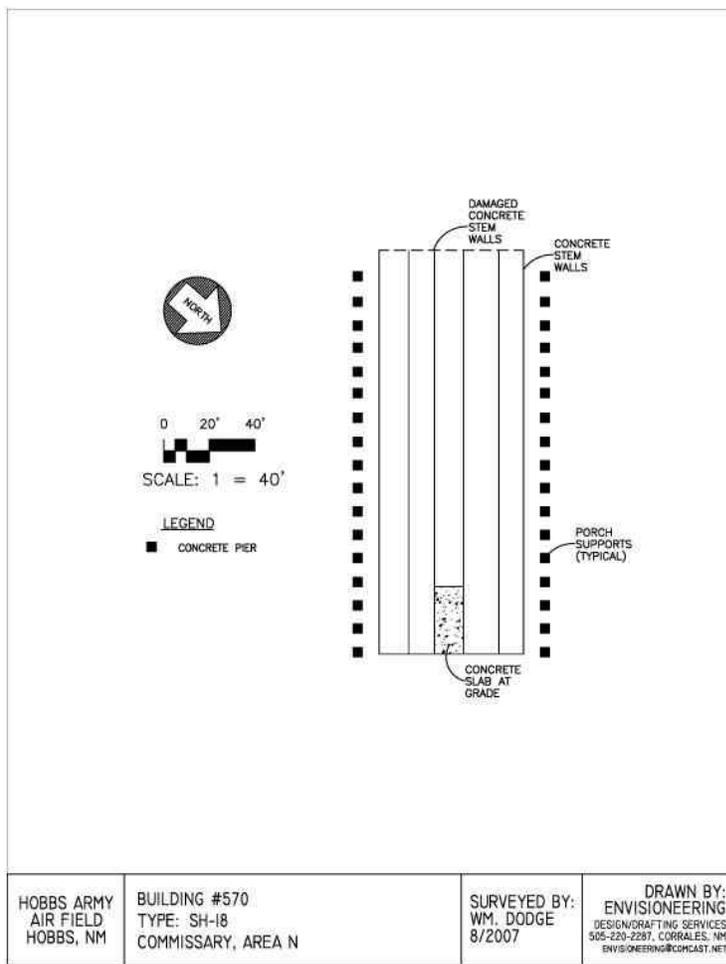


Figure 137: Building 570 sketch map



**CONCRETE STEM WALLS & PIERS**



**STEM WALL**



**PORCH PIER**

**Figure 138: Features of Building 570, commissary**

#### 4.14.5 Building 571: Paint, Oil, & Dope Storage



The remains of this building are a simple, rectangular structure on a concrete slab foundation (Figure 139).

**Figure 139: Features of Building 571, paint, oil & dope storage**

#### 4.14.6 Railroad Tracks



There still remain sections of the six railroad spur tracks that served the Sub-Depot (Figure 140).

**Figure 140: Remaining railroad tracks**

4.15 Area O

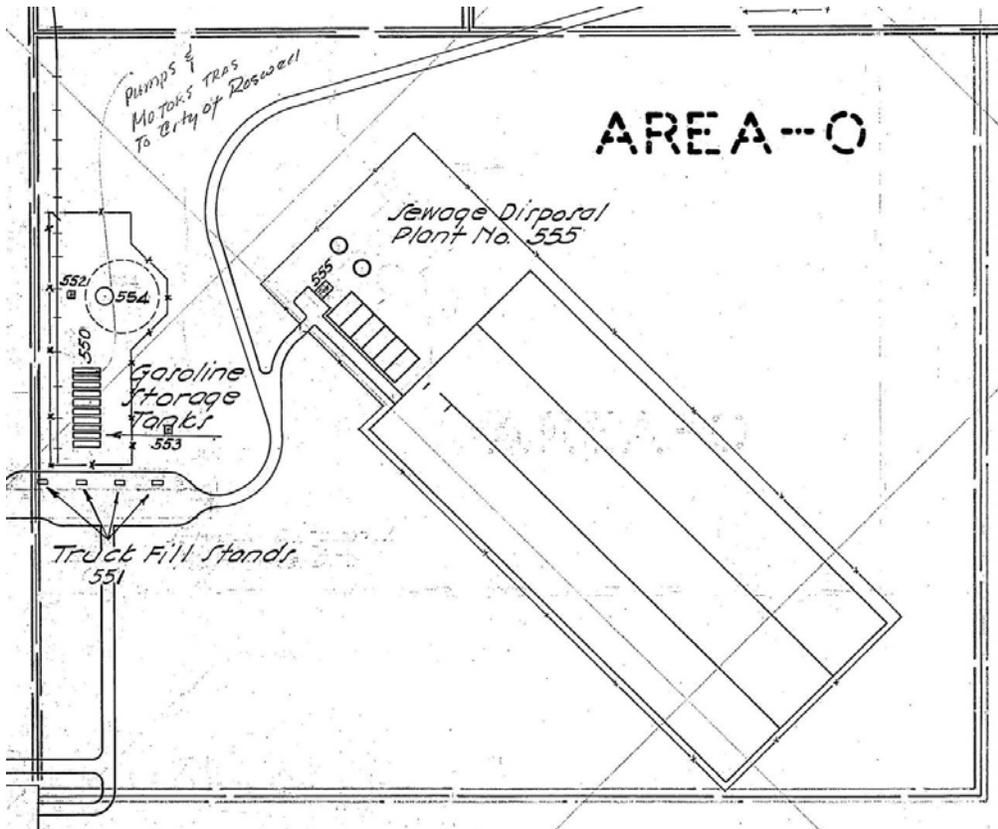


Figure 141: Far southwest corner of base

The sewage disposal plant consisted of two Imhoff tanks, three parallel leach fields and other miscellaneous structures (Figure 141). It served the entire HAAF. As of August 2007, the Imhoff tanks were still in place, but the system as a whole had been abandoned (Figure 142).

Table 16: Area O Buildings

BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Sewage Disposal Plant	555	Same	X		Imhoff tanks are still in place



Figure 142: View to the south of the Imhoff tanks.



BUILDING NAME	March 1943 Building No. †	January 1944 Building No. ‡	Foundations Existing Aug. 07		Notes
			Yes	No	
Maintenance (small arms)					standing
Segregated Storage	582	Same	X		Bldg. still standing
Underground Magazine	583	Same	X		Bldg. still standing
Underground Magazine	590	Same	X		Bldg. still partially standing
Chemical Storage	591	Same	X		Foundation only
Pyrotechnic Bldg.	592	Same	X		Foundation only
Small Arms	593	Same	X		Foundation only

#### 4.16.1 Building 580: Storehouse (Type unknown)



The only remains of the storehouse are a rectangular concrete slab and a small concrete auxiliary building. It is not known if the large steel tank on the site belongs to the HAAF period of use (Figure 144).

Figure 144: Features of Building 580, storehouse

#### 4.16.2 Building 581: Assembly & Maintenance (small arms) (Type unknown)

There are partial standing concrete walls, one side of which is shaped to support a gable roof, are all that remains of this building (Figure 145). It is set on a concrete foundation.



CONCRETE GABLED WALL      CONCRETE WALLS  
**Figure 145: Features of Building 581, Assembly & Maintenance (small arms)**

#### 4.16.3 Building 582: Segregated Storage (Type unknown)

This standing, three-bay building is rectangular in shape with a shed roof (Figure 146). The doors are heavy steel with ventilation openings near the roofline. The building is constructed of hollow clay tile and brick (used for infill near the roof) set on a concrete block foundation.



**SHED ROOF, 3 BAY STRUCTURE**



**HOLLOW CLAY TILE DETAIL**

**Figure 146: Features of Building 582, segregated storage**

#### 4.16.4 Buildings 583 and 590: Underground Magazine (Type unknown)

These two buildings are typical “Igloo” styles ordnance storage buildings. They feature heavy, steel doors, and a concrete structure partially covered with earth. A delivery road serves the door, which protected on the other side by a concrete blast shield (Figure 147 and Figure 148).



**MAGAZINE WITH BLAST SHIELD**



**CONCRETE ARCH & VENT DETAIL**



**MAGAZINE DOOR**

**Figure 147: Features of Building 583, underground magazine**



**CONCRETE ARCH & VENT**



**MAGAZINE DOOR**

**Figure 148: Features of Building 590, underground magazine**

#### 4.16.5 Building 591: Chemical Storage (Type SH-18)



The only remaining evidence of this building is the concrete slab (Figure 149).

**Figure 149: Features of Building 591, chemical storage**

#### 4.16.6 Building 592: Pyrotechnic Building (Type OSH-1)



This is small building that once rested on a concrete slab (Figure 150).

**Figure 150: Features of Building 592, pyrotechnic building**

#### 4.16.7 Building 593: Small Arms (TSA-2)



A long, rectangular building with two rooms, set on a concrete slab (Figure 151).

**Figure 151: Features of Building 593, small arms**

## 5.0 SITE SUMMARY

The Hobbs Army Air Field was active as a B-17 pilot training and four-engine maintenance training base, and temporary aircraft storage depot between 1942 and 1948. The site of the former air field consists primarily of foundations that once supported standardized U.S. Army Air Force buildings and structures constructed between 1942 and 1944. The archaeological remains represent buildings located in the cantonment area including barracks, lavatories, administrative and supply buildings, training and classroom buildings, several types buildings associated with the hospital, warehouses in the base's Sub-Depot, and aircraft maintenance buildings located along the flight line. There is also a systematic layout of streets and utility lines, and six railroad spur lines leading from the main tracks of the Texas-New Mexico Railway to the warehouses. An ordnance depot is situated in the far southeast corner of the base.

The HAAF was an important component of the Air Force Western Flying Command and, together with Lockbourne AAF in Ohio and Hendrick AAF in Florida these were the only three B-17 pilot training schools in the country. HAAF played a critical role in preparing pilots for bombing mission in both the European and Pacific theaters of war. At the end of the war, the base was used for "pickling" P-71 and A-26 aircraft for storage and eventual transport to National Guard units across the country.

Following the war, the air field was eventually decommissioned and the buildings and structures were declared surplus. The War Assets Administration then began selling these buildings to the general public and institutions such as school districts to offset the lack of new construction during wartime. Ownership of the land, together with existing buildings was deeded back to the City of Hobbs, who began to make plans for the construction of a park, golf course, and development of the area into an industrial park.

This redevelopment has resulted in considerable damage and disturbed to the archaeological remains associated with the air field, including the complete removal of any vestiges of specific areas, such as the officer's quarters, mess hall, and club and the administrative center of the base. As a result of these actions, it is difficult to ascertain the functions of the building foundations without the original engineering documents and building inventory lists. It is conservatively estimated that less than a third of the original base is still recognizable and has the ability to convey information about its original form and function.

## REFERENCES CITED

### Cordilleran Environmental Services

- 2005 "Report of a Cultural Resources Survey for the Hobbs Industrial Air Park Improvement Project Phase 2 Parcel." In an Environmental Assessment for the Hobbs Industrial Air Park Improvements Project, Attachment 2, prepared by the City of Hobbs, 2005.

### Hinshaw, Gil

- 1976 *Lea, New Mexico's Last Frontier*. <http://www.hobbspubliclibrary.org/hinshaw.html>.

### Rein, Justin (preparer)

- 2003 "A Class III Cultural Resources Survey for the Hobbs Airport Exploration." Mesa Field Services Report No. 958, NMCRIS No. 85664, Mesa Field Services, Carlsbad, New Mexico.

### Seed, Sally

- 2007 Interview. Conducted by William A. Dodge, 17 August 2007. Tape on file, City of Hobbs, New Mexico.

### Taschek Environmental Consultants

- 2005 "Environmental Assessment, Cultural Resources Survey Report, Endangered Species Survey Report, and Initial Site Assessment for Hazardous Materials: City of Hobbs Industrial Airpark Project." In an Environmental Assessment for the Hobbs Industrial Air Park Improvements Project, Attachment 3, prepared by the City of Hobbs, 2005.

### TechLaw, Inc.

- 2005 Preliminary Assessment for the Former Hobbs Army Air Field, Volumes 1 & 2. Defense Environmental Restoration Program for Formerly Used Defense Sites. Prepared for U.S. Army Corps of Engineers, Albuquerque District, project number K06NM0433. Albuquerque, New Mexico and Golden, Colorado.

### Thole, Lou

- 1996 *Forgotten Fields of American. World War II Bases and Training, THEN and NOW*. Missoula, MT: Pictorial Histories Publishing Co., Inc.
- 2007 *Forgotten Fields of American. World War II Bases and Training, Then and Now. Volume IV*. Missoula, MT: Pictorial Histories Publishing Co., Inc.

### U.S. Army

- 1942 History of Hobbs Army Air Field, 3 July to 31 December. Air Force History Research Agency, Maxwell Air Force Base, Alabama.
- 1943a Unit Histories. Army Air Forces Pilot School (Specialized 4-Engine) Hobbs Army Air Field. Hobbs, New Mexico. Air Force History Research Agency, Maxwell Air Force Base, Alabama.

1943b Unit Histories. Army Air Forces Pilot School (Specialized 4-Engine) Hobbs Army Air Field. Hobbs, New Mexico. Installment no. 2. Air Force History Research Agency, Maxwell Air Force Base, Alabama.

1944 History of 3017<sup>th</sup> AAF Base Unit Hobbs Army Air Field, Hobbs, New Mexico. September 1 to October 31. Air Force History Support Office, Bolling Air Force Base, Washington, DC.

1945-46 Historical Record of 4160<sup>th</sup> Army Air Forces Base Unit. Hobbs Army Air Field, Hobbs, New Mexico, from 1 November 1945 to 30 March 1946. Air Force History Support Office, Bolling Air Force Base, Washington, DC.

1945-47 Comprehensive Report Hobbs Army Air Field, Hobbs, New Mexico, from 1 November to 1 December. Air Force History Support Office, Bolling Air Force Base, Washington, DC.

U.S. Army Air Forces

1943 *Hobbs Army Air Field Yearbook*. Army Air Forces Flying Training Command. Baton Rouge, LA: Army and Navy Publishing Co., Inc.

## APPENDIX A

### Memorandum of Agreement Between the City of Hobbs And the New Mexico State Historic Preservation Officer

**MEMORANDUM OF AGREEMENT BETWEEN  
THE CITY OF HOBBS, NEW MEXICO AND THE  
NEW MEXICO STATE PRESERVATION OFFICER  
REGARDING ONGOING DEVELOPMENT OF THE HOBBS  
INDUSTRIAL AIR PARK**

**WHEREAS**, the City of Hobbs, New Mexico (hereinafter "City") has been awarded federal grants from the U.S. Department of Housing & Urban Development (HUD) and the U.S. Department of Transportation (DOT) to develop industrial infrastructure as part of the Hobbs Industrial Air Park (HIAP), which is located 6 miles northwest of the City of Hobbs in Lea County, New Mexico at Township 18 South, Ranges 37 and 38 East, Sections 1, 2, 11, and 12. In 1942, the U.S. Army constructed the Hobbs Army Air Field (HAAF) as a training facility for B-17 flight crews. The Army decommissioned the field after World War II and sold the land to the City in 1951. The ongoing development promotes growth of light industrial businesses at the HIAP; and

**WHEREAS**, the City, HUD and DOT have identified the proposed development of the HIAP infrastructure as constituting an undertaking, as described in Section 106 of the Nation Historic Preservation Act, 16 U.S.C. 470f; and

**WHEREAS**, the HUD and DOT have determined that the undertaking has the potential to adversely affect properties that are eligible for inclusion in the National Register of Historic Places, which are associated with the HAAF; and

**WHEREAS**, the City and the New Mexico State Historic Preservation Officer (SHPO) have determined that the HAAF itself is a property or district that is eligible for the National Register of Historic Places (NRHP) under criterion "a" of 36 CFR 60.4 for its important historical role as a bomber training facility during World War II; and

**WHEREAS**, it is the City's proposed ongoing development of the HIAP within the formally occupied lands of the HAAF that is the subject of this Memorandum of Agreement (MOA); and

**WHEREAS**, the City on behalf of HUD has consulted with the SHPO, concerning this undertaking in accordance with Section 106 of the National Historic Preservation Act and implementing regulations at 36 CFR Part 800; and

**WHEREAS**, the City has established that in addition to the effects on the HAAF itself, the area of potential effects (APE) of the proposed HIAP include only those areas previously disturbed by construction or ground disturbing activities associated with the HAAF within the APE defined as (see attached map, Appendix 1); and

**WHEREAS**, the City and the SHPO have determined that the HIAP infrastructure development will have an adverse effect upon the HAAF district located within the APE; and

**WHEREAS**, the City has consulted with the SHPO in accordance with Section 106 of the National Historic Preservation Act (16 USC 470) and its implementing regulations (36 CFR 800.6) to resolve the adverse effects of the proposed HIAP development on historic properties; and

**WHEREAS**, on August 03, 2006, HUD and DOT were made aware of this MOA, and were invited to be signatories, but have declined; and

**WHEREAS**, on August 03, 2006, the Advisory Council on Historic Preservation was invited to be a signatory to this MOA, but declined.

**NOW, THEREFORE**, the City and the SHPO agree that upon the City's decision to proceed with the HIAP infrastructure development, the City shall ensure that the following stipulations are implemented to satisfy the City's Section 106 responsibilities with respect to the to HIAP infrastructure development.

### **Stipulations**

1. **Documentation of the HAAF**: The City shall ensure that the following recordation measures of the HAAF are carried out:
  - a. A historical narrative report shall be produced written for the general public to understand the importance of the HAAF. A historian shall prepare the historical narrative report. The historian shall meet the *Secretary of Interior's Standards for Professional Qualifications* (1983; 48 FR 44716). The NPS offers guidance on the preparation of historic documentation.
  - b. The City shall also provide copies of archivally stable maps and photographs, recent and historic, if available, as part of the documentation.
    - 1) Photographs shall be black and white 35 mm and printed on archivally stable paper (not developed on color paper);
    - 2) A key plan shall be prepared for all photographs submitted;
    - 3) Aerial photographs shall show the HAAF.
  - c. The historical document shall be written and made available to the general public;
  - d. For future undertakings that occur within the disturbed boundaries of the HIAP, as defined in this MOA, and that concern the HAAF and its associated historic properties, the historical document will serve as a mitigation measure concerning the potential ongoing adverse effects to the HAAF and its associated historic properties, and shall be referenced as such in consultation requests to the SHPO regarding each undertaking.
  - e. The City will further research the history of the Clubhouse building on the Ocotillo Golf Course at the HIAP to determine if the structure was part of the HAAF, and if so, to further determine the history of the structure and the extent of renovation(s) of it over time. The City's written findings with regard to the Clubhouse building will be reported to SHPO for review and comment.

- f. The City will ensure that the stipulations will be carried out on or before September 1, 2008. The City may request in writing an extension from the SHPO at least 30 days prior to September 1, 2008.
2. Draft Review by the SHPO: The City shall submit a draft of the historical document to the SHPO for review by November 2006. The SHPO shall have 30-days to review the draft document. The SHPO will respond to the City in writing regarding the SHPO's comments on the historical document. The SHPO will provide written comments and request changes, if necessary, for inclusion in the final document.
3. Final Historical Document Dissemination: Upon acceptance by the SHPO, the City shall provide one (1) copy of the final HAAF historical documentation package (including maps, aerials, and photographs) to the New Mexico State Library and Archive in Santa Fe. The City shall also produce copies of the historical documentation package that shall include reduced paper reproductions to be distributed as follows: one (1) copy shall be provided to the community library of Hobbs; one (1) copy shall be kept on file by the City of Hobbs, and two (2) copies shall be provided to the SHPO, one of which the SHPO will provide to the Laboratory of Anthropology, Museum of New Mexico for inclusion into the Archaeological Records Files in Santa Fe. In addition, one (1) digital copy of the text will be provided to SHPO.
4. Discovery: In the event that prehistoric or human remains are uncovered during any construction activity within the HIAP, work shall cease immediately and the remains protected from further disturbance and the SHPO, ACHP and affiliated Indian tribes must be notified within 48 hours by the City, pursuant to 36 CFR 800.13(b). The City's law enforcement shall be called to the scene and the Office of the Medical Examiner notified pursuant to state statute section 18-6-11.2 NMSA 1978. The City and the SHPO, in consultation with the an archaeologist who holds a state annual unmarked human burial excavation permit, will determine steps to be taken to document, protect or remove the remains, in compliance with state law.  
  
Anytime work has ceased as outlined above, it will resume with the City's permission after the SHPO has reviewed the completion of documentation and provided concurrence on actions to avoid or mitigate harm to significant cultural materials.
5. Consultation Review: The SHPO will review activities carried out pursuant to this MOA and future undertakings in the HIAP. The City will cooperate with the SHPO in carrying out their review responsibilities.
6. Completion of Agreement: In the event that the City does not carry out the terms of this MOA, the City will comply with 36 CFR 800.4 through 800.6 with regard to individual undertakings covered by this MOA.
7. Amendment: This MOA may be amended by written agreement of the parties hereto, whereby the parties will consult in accordance with 36 CFR Part 800.6 (c)(4) to consider such amendment. Requests and reasons for any amendments shall be proposed to the City. The City shall inform all other parties and request their views. All signatories to this agreement must agree to the amendments before it shall take effect.

8. Termination: If the City determines that it cannot implement the terms of this MOA, or the SHPO determines that the MOA is not being properly implemented, any party to this MOA may propose that it be terminated by providing thirty (30) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek agreement of amendments or other actions that would avoid termination. In the event of termination, the City will comply with 36 CFR Part 800.4 through 800.6 with regard to individual undertakings covered by this MOA.

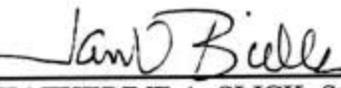
Execution and implementation of this MOA evidences the City's compliance with Section 106 of NHPA for the HIAP infrastructure development.

**City of Hobbs**

By:   
MONTY D. NEWMAN, Mayor

Date: 8/21/06

**Department of Cultural Affairs, Historic Preservation Division**

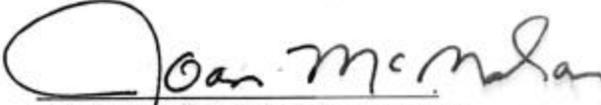
By:   
KATHERINE A. SLICK, State Historic Preservation Officer

Date: 8/17/06



  
JAN FLETCHER, City Clerk

APPROVED AS TO FORM:

  
JOAN MCMAHON, City Attorney