

Port of Portland Hangar 8005 Portland International Airport Portland, Multnomah County, Oregon

Oregon State-Level Documentation
Photographs, Maps, and Sketch Plans
Written Historical and Descriptive Data



Port of Portland
7000 NE Airport Way
Portland, Oregon 97218

SWCA Project Number 26726.16
SWCA Report Number 16-456

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Summary

Property Name:	Port of Portland Hangar 8005
Location:	8005 NE Airport Way Portland International Airport, Portland, Oregon 97218 U.S. Geological Survey (USGS) Mount Tabor, OR-WA, 7.5-minute Quad., 1990 East half of Section 8, Township 1 North, Range 2 East, Willamette Meridian Universal Transverse Mercator Coordinates: Zone 10N NAD 83 Easting: 532,700.927 Northing: 5,047,998.164
Date of Construction:	1965
Dates of Alteration:	2003 (heater replacement) 2004 (hangar door replacement) 2009 (roof repair)
Architect:	Ralph C. Bonadurer
Builder, Contractor, Suppliers:	Original Construction: unknown 2004 hangar door replacement: Van Zant Construction (builder), HydroSwing (supplier).
Original Owner:	Georgia-Pacific Corporation
Present Owner:	Port of Portland
Original Use:	Airplane hangar and maintenance building for G-P corporate jet.
Present Use:	Vacant; scheduled for demolition.
Report Preparation:	Eileen Heideman, architectural historian for SWCA Environmental Consultants (SWCA) prepared the documentation. SWCA is located at 1220 SW Morrison Street, Suite 700, Portland, Oregon 97205.
Date:	August 22, 2016

Site Description

Hangar 8005 is located at 8005 NE Airport Way at Portland International Airport, in the east half of Section 8, Township 1 North, Range 2 East, Willamette Meridian (Figure 1). The hangar is within the airport boundary fence on the north side of NE Airport Way, approximately 0.5 mile southeast of the terminal.

Architectural Description

Note: This building was constructed on a north-northeast–south-southwest axis, so for clarity, this building description substitutes the closest cardinal direction: for example, “north” will be used in place of “north-northeast,” and “west” will be used in place of “west-northwest.”

Hangar 8005 measures 60 feet (east-west) by 68.5 feet (north-south), with a dramatic roof formed by two curved slopes meeting at a nearly flat, narrow central roof deck on the north-south oriented ridge (Appendices A and B). This roof is formed by six glued, laminated beams on each side (east and west), each of which is supported by a concrete buttress. The beams extend beyond the ends of the buttresses, tapering toward their ends and supporting broad eaves. Vertical walls resting on a poured concrete foundation stand between the buttresses. The façade-width hangar entrance is located on the north side of the building, and the south (rear) side has a plain vertical façade. A hydraulic overhead door replaces the original rolling doors at the hangar entrance on the north side.

The building is clad with high-quality plywood panels with vertical grooves. Building plans indicate that these panels are redwood. The buttresses are clad with a stone veneer. The building is accessed through the main hangar door and pedestrian doors located within the main hangar door, as well as a door accessing the offices on the east side of the building near the south end. Double doors originally located at the center of the south side have been covered with plywood, along with a panel of windows that extended from the top of the doors to the ridge. The hangar interior is lit with a row of fixed-light ribbon windows set below the eaves on the east and west sides. Offices located in the southeast corner of the building are lit with large fixed windows that fill the lower half of two bays.

The building interior is divided into three spaces: the main hangar bay, a maintenance area in the southwest corner that is separated from the main bay with a half-wall, and offices, which are located in the southeast corner of the building and are divided from the main building by full walls. A loft space above the offices contains building heating systems and is accessible by ladder.

Historic Context

The following historic context is partially drawn from SWCA Report Number 13-383, *Hangar 732, Hangar 733 and the Administration Building Section 106 Documentation, Portland International Airport, Multnomah County, Oregon* (Donovan-Boyd 2013).

Swan Island Airport

The Port of Portland began construction of Portland’s first commercial airport, located on Swan Island, in 1926. The Swan Island Airport was dedicated on September 14, 1927, by Charles Lindberg, who had recently returned from his record-setting intercontinental flight. Construction was completed the following year, and airport capacity was soon reached with an abundant supply of passenger and cargo

PORT OF PORTLAND HANGAR 8005
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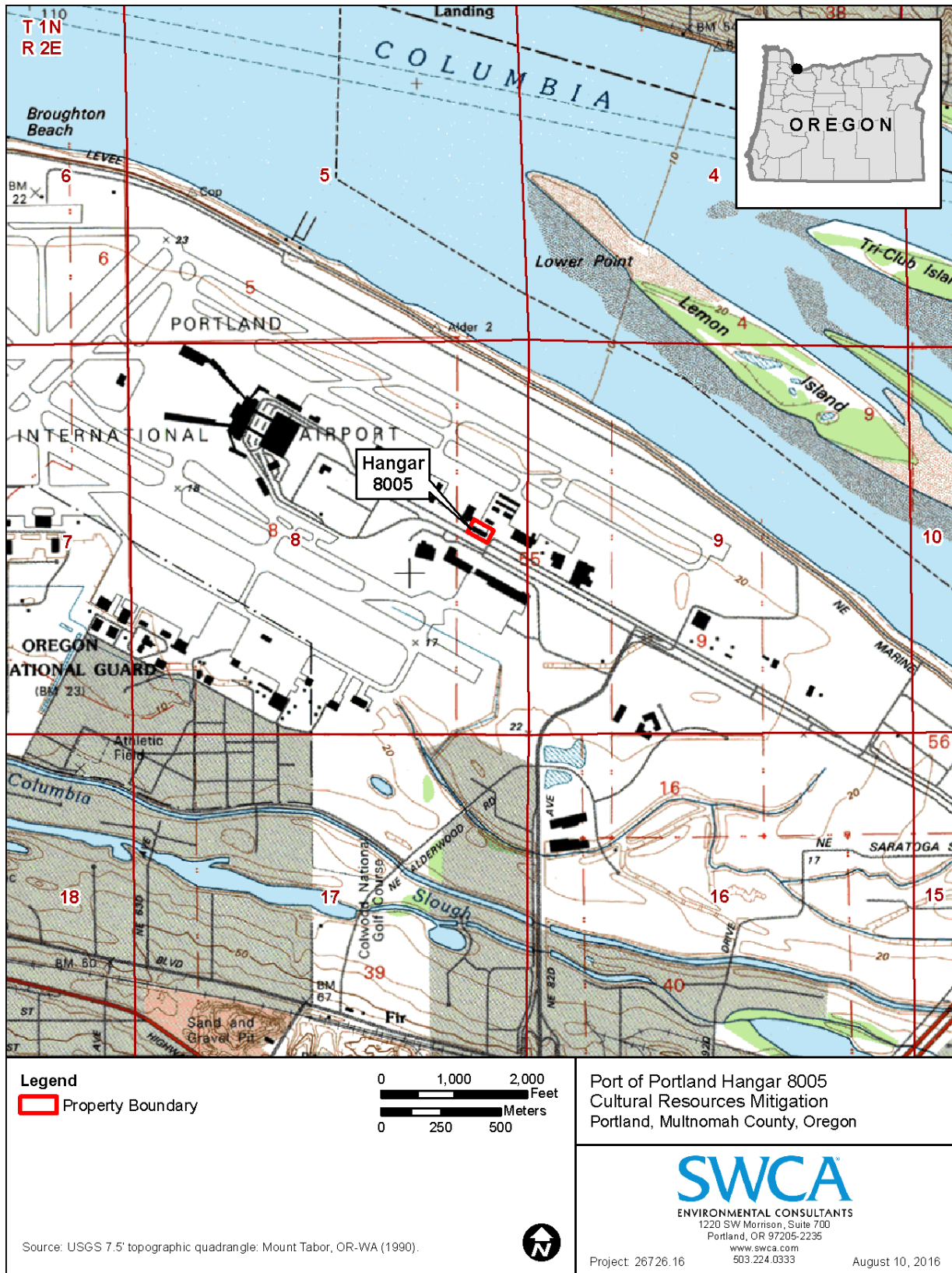


Figure 1. Project location.

flights. Over the next decade, larger and faster airplanes were designed and built, rapidly outgrowing Swan Island Airport's facility. In 1935, the U.S. Bureau of Air Commerce refused to authorize the operation of the new DC-3 Mainliner out of Swan Island Airport, and the Port of Portland responded by announcing the construction of a new airport on the Columbia bottoms, which allowed more room for expansion (Abbott 2016; Moore 2010).

Portland-Columbia Airport Construction and Military Use

Construction of the Portland-Columbia Airport began in 1936, and expansions were almost immediately planned (O'Brien and Allen 2005). Initial project funding from the Works Progress Administration (WPA) allowed the U.S. Army Corps of Engineers (USACE) to fill Lake Whittaker, which covered much of the proposed site (Richmond 1970). Three years into construction, the *Oregonian* reported that the airport needed another \$1,600,000 to complete construction of additional runways, concrete taxiways, a fire and lighting system, an administration building, and at least two hangars (Weaver 1939). According to the Port of Portland Commission Biennial Report, the airport was entirely operational by October 14, 1940 (Port of Portland Commission 1939–1940). At this time the Swan Island Airport closed as an airport terminal and the Portland airfield became the primary passenger and commercial airport in the vicinity (Port of Portland Commission 1941–1942).

Armed forces use of the airport began prior to World War II (WWII), and the Port of Portland acquired 105 acres in 1940 to accommodate army barracks. An additional 110 acres were purchased by the Port of Portland in 1941 and 1942 to protect aerial approaches, and the U.S. Army purchased 325 acres for expansion. At the end of 1942, the Port of Portland held title to 916 acres, including the "original airport field, the expansion areas, and the original cantonment site," which, combined with the U.S. Army acquisitions, resulted in a 1,250-acre facility (Port of Portland Commission 1941–1942).

The War Department selected the Portland-Columbia Airport as part of the nationwide expansion of the U.S. Army Air Corps' (USAAC's) flying forces brought on by the outbreak of World War II. Military use of the airport was slated to begin in 1941 for three USAAC units: the wing headquarters, an air base, and a pursuit group (Port of Portland Commission 1939–1940). Construction of these bases began shortly after the airport's designation for military use. For this expansion the U.S. Army was granted 38 acres by the Port of Portland and the United States and 56 acres owned solely by the Port of Portland, all within the airport boundaries. Between allocated funds from the WPA and the U.S. Army, an estimated \$1,600,000 was spent in 1941 on construction at the Portland-Columbia super airport.

Wartime necessity required rapid facility construction. Airport construction projects at the beginning of 1941 required 2,000 men, and over 500 more were called to work in order for the initial building phase to be completed by April 1, 1941 (*The Oregonian* 1941). The airport continued to grow throughout the war and into the late 1940s: in 1945, 620 scheduled passenger transport landings took place each month, but by the end of 1946, that number had increased to more than 1,400 landings each month (The Port of Portland Commission 1945–1946).

By the end of 1946, the Air National Guard and the Air Reserve were the only remaining military presence at the airport, and as army units at the airport were deactivated, surplus property and buildings were transferred to Port of Portland ownership (The Port of Portland Commission 1945–1946).

Cold War tensions following WWII resulted in reestablishment of a military presence at the airport in 1947, under the direction of the Tactical Air Command (a U.S. Air Force organization established in March of 1946), and the Portland Air Force Base was activated as a joint military and civil facility. The Port of Portland Commission also reported that the military had construction plans at the airfield scheduled for 1951. During this period, the airport still served as the base for certain units of the U.S. Air Force Reserves, the Oregon Air National Guard, and some ground units of the Oregon National Guard (Port of Portland Commission 1949–1950). In 1965 the U.S. Air Force, the U.S. Air Force Reserves, and the Oregon Air National Guard still occupied areas on the south side of the airfield (Port of Portland Commission 1963–1964), but after Air Defense Command closed its facilities in 1966, the Portland Air Force Base was deactivated and the military facilities were subsequently reduced in size.

Post-War Airport Development

By 1950, a new 8,800-foot runway was under construction to meet the standards of an “Intercontinental Express” airport (Port of Portland Commission 1949–1950), and in 1951, the airport was renamed Portland International Airport. By the middle of the 1950s, seven passenger airlines, one freight airline, and one non-scheduled operator operated flights out of the airport, and it continued to be a base for military aircraft and private fliers (Port of Portland Commission 1953–1954). At this time, the Port of Portland began looking to construct a new passenger terminal building. The new passenger terminal was completed in 1958 (Port of Portland Commission 1957–1958). In 1960, NE 47th Avenue was closed at the airport’s west end and an 8,000-foot runway was added to the north, along Marine Drive (Port of Portland Commission 1959–1960). The new runway was completed in November 1960, providing the second of two parallel offset runways, which was deemed the most modern configuration for a major airport (Port of Portland Commission 1959–1960, 1961–1962).

By 1960, the airport saw 76 commercial airline jet departures per week, with successive annual records of 862,000 passengers in 1959 and more than 900,000 in 1960. Nearly 30,000,000 pounds of freight and express was shipped through the airport with three freight carriers (Port of Portland Commission 1959–1960).

Private Leases

Discussions with the Air Force in the early 1950s reveal concern about gaining sufficient private leases on Port of Portland property to ensure financial viability. In 1950, the U.S. government conveyed to the Port of Portland 339 acres of land acquired during WWII in return for a 50-year lease for the Air Force. However, this conveyance allowed the Air Force to take over any portion (or all) of the airport in times of national emergency, which caused increasing concern about the ability of the Port of Portland to develop and maintain private investments:

The Port anticipates considerable private investment at Portland International Airport. When the proposed parallel runway is completed, there will be approximately 400 acres available for aviation-connected industries. However, as long as the Air Force can take over any or all of the field, private investment is not secure...

The Administrator of Civil Aeronautics, by law, may grant releases from the terms of such property transfers if it can be established that they are necessary to protect and advance civil aviation. The Port has completed a brief requesting such a release and will seek a hearing with

the administrator. It is obvious that civil aviation in Portland can be advanced only by adequate protection of private investment.

In the event of national emergency, all public airport facilities in Portland and throughout the nation would be immediately made available to national defense. The military could also make full use of private developments; these, however, would be obtained only by proper legal procedures (Port of Portland Commission 1955–1956:23).

By 1958, the Port of Portland and the Air Force came to an agreement in which the Air Force released all of the airport north of Runway 10R-28L (the civil aviation side of the field) from its acquisition rights in return for Port of Portland approval of military facility construction that included a 1,000-foot overrun at the southeast end of 10R-28L, an arresting barrier, and a military taxiway (Port of Portland Commission 1957–1958). This agreement allowed private companies and individuals to lease land from the Port of Portland and construct facilities without concern that they could be acquired by the Air Force at any time. As a result, the Port of Portland was able to safely set aside this land for commercial tenants:

The Port's immediate airport expansion plan will continue through 1960, when a second major runway – 8,000 feet long – becomes operational, and a large airport commercial-industrial district is made available for tenants. Site preparation is now under way on both projects. Approximately 100 acres of land fronting on the main terminal entrance-exit roads are reserved for the development of commercial airline facilities (hangars, machine shops, etc.) and for commercial aviation operators, who service corporate and executive aircraft. A separate tract will accommodate hangars for company-owned aircraft (Port of Portland Commission 1957–1958:6).

Development of this commercial-industrial zone was rapid, with tenants moving quarters from other areas around the airport to take advantage of a district that was free from the threat of sudden military acquisition. Flightcraft, Inc., a major tenant, relocated to new quarters along the terminal entrance road, and “a private plane terminal to eventually house 120 aircraft was nearly completed in this area in December, 1960” (Port of Portland Commission 1959–1960). New private hangars for Georgia-Pacific Corporation and the Apostolic Faith Mission were built in this area around this time as well (Port of Portland Commission 1959–1960).

Since the 1960s, Portland International Airport has continued to grow, undergoing expansion of commercial flight operations and several additions to the passenger terminal building, parking, and further development of private leases within the airport commercial-industrial zone. The airport saw more than 16 million passengers pass through the airport in 2015, with monthly figures increasing each year (Port of Portland 2016).

Georgia Pacific Corporation

The Georgia-Pacific Corporation (G-P) was established in August, Georgia in 1927. Originally named the Georgia Hardwood Lumber Company, the company later altered the name to remove “Hardwood” and add “Pacific” as the company broadened its supply base. By 1953, the company had expanded significantly, with 14 plants and 37 wholesale distribution warehouses located throughout the country (Georgia-Pacific Plywood Company 1953:4).

While the company originally focused on hardwoods, the development of plywood and post-WWII boom in this industry resulted in a dramatic expansion of operations across the West Coast in order to ensure a sufficient supply. In order to fund this expansion, G-P went public with its shares in 1947, trading on the New York Stock Exchange (Georgia-Pacific Plywood Company 1953:4–5).

By 1954, so much of G-P's production took place in the Pacific Northwest that they moved their corporate headquarters to Portland and in 1959 constructed the first corporate jet hangar at the Portland International Airport (Port of Portland Commission 1960). This was followed in 1965 by the construction of a second jet hangar, and then announced in 1966 that they would build a new 29-story headquarters building in downtown Portland (G-P 1967).

In 1978, G-P announced that it would be relocating its headquarters to Atlanta, Georgia in 1982. The headquarters building was subsequently sold, and the jet hangars reverted to Port of Portland ownership and were leased to other companies (Brennan 1978; Meyer 1982).

Hangars 8007 and 8005

G-P constructed their first hangar at Portland International Airport, Hangar 8007, in 1959 to support their Pacific Northwest headquarters and house a corporate jet (Bonadurer 1965a–g; Ross 1978). The hangar was built on leased land east of the passenger terminal, on the north side of the terminal access road, and was the first non-commercial hangar constructed at the Port (Bonadurer 1958a–c; Port of Portland Commission 1959–1960; Port of Portland Commission 1960–1961). G-P added Hangar 8005 to the leased property a few years later, in 1965 (Bonadurer 1965a–g). The construction of these hangars corresponded with a period of growth for the company in the Pacific Northwest as well as with the rapid increase in the use of jets at the airport (Port of Portland Commission 1959–1960). As a wood product supply company, G-P likely used many of their own materials in the construction of Hangar 8005.

Columbus Day Storm

The Columbus Day Storm of 1962 damaged or destroyed 88 aircraft and 16 hangars at the airport. Hangar 8007 survived intact while an adjacent hangar was destroyed. In his design for Hangar 8005, architect Ralph C. Bonadurer chose many of the same structural elements as those he used in Hangar 8007, which had stood up to the hurricane-force winds of the storm, and further strengthened these elements by tying the glued-laminated beams directly into poured concrete buttresses (Appendix C). An intermediary stud wall that tied the two stronger structural elements together on Hangar 8007 was eliminated in Hangar 8005. This may have been seen as a potential weak point in the structure, particularly given the extensive damage seen on traditional wood-frame and built-up wood truss hangars throughout the airport (Port of Portland 1962a; 1962b; Tomlinson 2012).

Architectural Style: Googie

Burgeoning car culture and the post-WWII commercial boom led to the development of a commercial architecture form known as "Googie." Named after a California coffee shop, this eye-catching style was common in roadside architecture, where swooping rooflines and dramatic signs were used to draw the attention of passing drivers. The advertising potential of the building itself was central to the development of Googie architecture, and unique forms came to be synonymous with certain restaurant chains or hotels. The jet age had its own impact on commercial building design, and the swept-back

wings of the Boeing 707 in particular could be seen as an influence in roof and sign design into the 1960s (Hess 2004:33, 46).

Although some high-profile architects in 1940s designed roadside commercial buildings, architects in the 1950s and 1960s often spurned these cafe and hotel designs as “popular architecture.” A focus by traditional architects on architectural theory at the cost of commercial practicality may have led clients to choose less established architects who were more flexible with their approach to design. Freed from constraints of traditional forms, these architects were able to develop more effective buildings for new automobile-centric businesses, focusing on practical elements of commercial architecture and designing buildings around the needs of the business rather than attempting to fit a new building form into an established school of architectural theory (Hess 2004:33).

Hangar 8005 is an unusual example of Googie architecture in a building not often utilized by the general public. Usually reserved for those businesses that would wish to advertise themselves to passing drivers, it is not typical to see the Googie style used for an airplane hangar owned by a private corporation. Although this hangar was constructed in a high-profile location adjacent to the passenger terminal access road, there is no indication that G-P used this building as an advertisement of company products or services: original building plans and photographs of the airport in the 1960s show no corporate sign on the building that would be visible from the terminal access road. The dramatically curved Googie roof design appears to have been chosen in part as a unique way to accommodate the frame of the new jets that were available in the early 1960s and would have been parked in this hangar: a wide wingspan and high tail called for wider hangar openings without interior support posts, as well as an increased height to accommodate the height of the vertical stabilizer. The original door design of Hangar 8005 was also taller at the center (Bonadurer 1965a–g). This door design had some recent precedent: a taller door center was used in the innovative design of a jet washing building at San Francisco International Airport (SFO) designed by Skidmore, Owings and Merrill a few years earlier (Architectural Forum 1961). Other airport and airplane-related buildings designed around this time used various dramatic forms reminiscent of wings, including the Skidmore, Owings and Merrill’s building at SFO and the firm’s design for the Air Force Academy Chapel, built in 1962 in Colorado Springs (Perez 2010). An artist’s rendition of this building was shown in G-P’s 1960 Annual Report as an example of the use of G-P products in innovative architectural design (G-P 1961:24). Eero Saarinen’s 1962 design for the main terminal at Washington Dulles International Airport also featured a curved, wing-like roof (Sveiven 2011). The 1959 design for the first G-P hangar was created by Bonadurer and utilized a butterfly roof supported by glued-laminated timber beams (Bonadurer 1958a–c).

Hangar 8005 is largely intact, although the original hangar doors were replaced in 2004 with a hydraulic overhead door, resulting in the loss of the doors that were designed to accommodate the jet’s vertical stabilizer. This alteration has caused some loss of integrity of design, materials, and workmanship, but the overall design of the building remains intact. Other changes to the building have been minor and include roof repair, replacement of the building heating system, and conversion of the men’s restroom to a kitchen. The glued-laminated timber beams, buttresses, and other structural materials are unaltered, and the building retains sufficient integrity to convey its significance as an unusual example of Googie design in an airplane hangar and a building designed for non-public use.

Ralph C. Bonadurer, Architect

Hangar 8005 was designed by architect Ralph C. Bonadurer, who had designed the first G-P hangar at the Port (now demolished) (Bonadurer 1958a–c). Bonadurer operated his own architecture firm in Portland and was a 1949 graduate of the architecture program at the University of Oregon (AIA 1962, 1970). Other buildings designed by Bonadurer include several roadside restaurants and hotels, including Pietro’s Pizza at 10300 SE Main Street in Milwaukie, Oregon (City of Milwaukie 2016) and the Ashland Hills Hotel in Ashland, Oregon (Historic Hotels of America 2016), as well as a variety of residential buildings in the Portland area. Bonadurer’s apparent familiarity with roadside architecture may in part explain the choice of Googie design for the hangar.

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Archival Facilities

Davies Family Research Library, Oregon Historical Society, Portland, Oregon.

Port of Portland Technical Resource Center, Port of Portland, Portland International Airport, Portland, Oregon.

Portland State University Library, Portland, Oregon.

University of Washington Libraries, Seattle, Washington.

Appendix A: Floor Plan and Site Plan

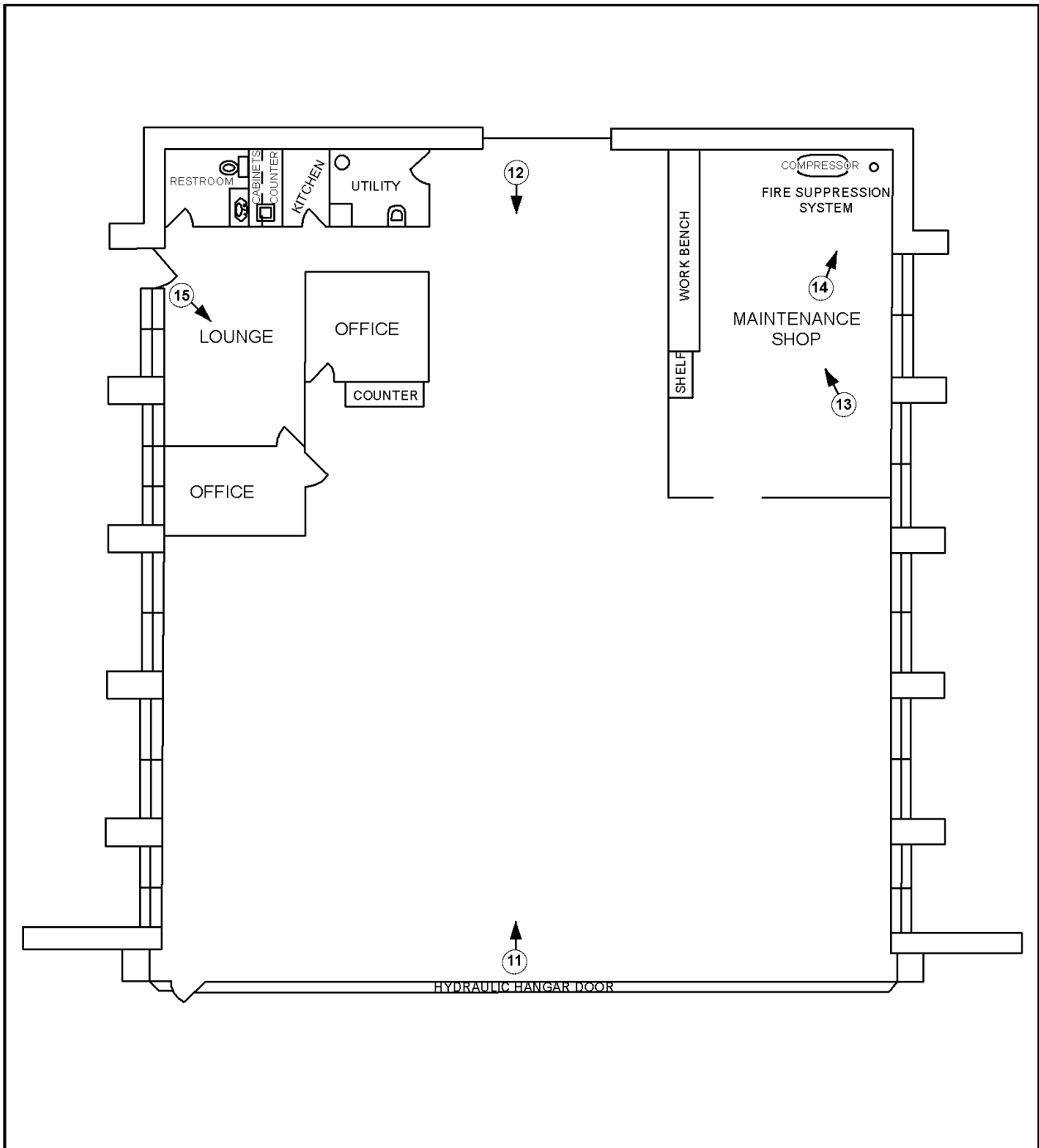
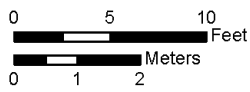


Photo Point with Direction



Note: Scale is approximate.



Source: Eileen Heideman, August 2-3, 2016.

Port of Portland Hangar 8005
 Cultural Resources Mitigation
 Portland, Multnomah County, Oregon

SWCA
 ENVIRONMENTAL CONSULTANTS

1220 SW Morrison, Suite 700
 Portland, OR 97205-2235
 www.swca.com
 503.224.0333

Project: 26726.16

August 12, 2016

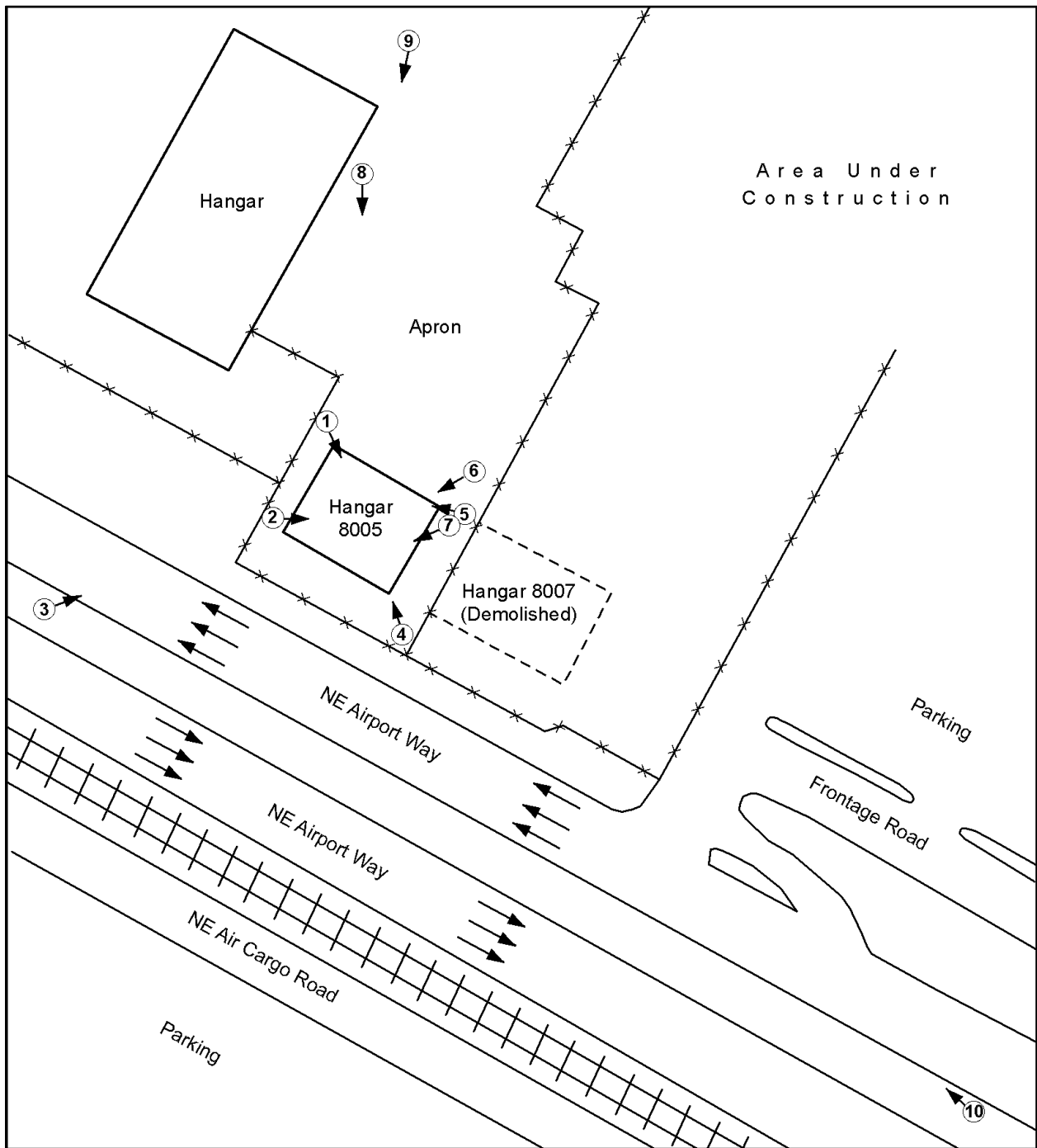


Photo Point with Direction

0 50 100 Feet
 0 10 20 Meters
 Note: Scale is approximate.



Source: Eileen Heideman, August 2-3, 2016.

Port of Portland Hangar 8005
 Cultural Resources Mitigation
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August 12, 2016

Appendix B: Photo Log

Photo Log

Photo points are marked on the site plan and floor plan in Appendix A.

Photos taken by Eileen Heideman on August 10, 2016.

- 1 OR_MultnomahCounty_PortofPortlandHangar8005_0001
Hangar 8005, view to the south-southeast.
- 2 OR_MultnomahCounty_PortofPortlandHangar8005_0002
Hangar 8005, view to the east.
- 3 OR_MultnomahCounty_PortofPortlandHangar8005_0003
Hangar 8005 from NE Airport Way, view to the east-northeast.
- 4 OR_MultnomahCounty_PortofPortlandHangar8005_0004
Hangar 8005, view to the north-northwest.
- 5 OR_MultnomahCounty_PortofPortlandHangar8005_0005
Hangar 8005, view to the west.
- 6 OR_MultnomahCounty_PortofPortlandHangar8005_0006
Hangar 8005, view to the southwest.
- 7 OR_MultnomahCounty_PortofPortlandHangar8005_0007
Hangar 8005, view to the southwest.
- 8 OR_MultnomahCounty_PortofPortlandHangar8005_0008
Hangar 8005, view to the south.
- 9 OR_MultnomahCounty_PortofPortlandHangar8005_0009
Hangar 8005 with nearby hangars, view to the south.
- 10 OR_MultnomahCounty_PortofPortlandHangar8005_0010
Hangar 8005 (right), view to the northwest toward passenger terminal and control tower.
- 11 OR_MultnomahCounty_PortofPortlandHangar8005_0011
Hangar 8005 interior, view to the south-southwest.
- 12 OR_MultnomahCounty_PortofPortlandHangar8005_0012
Hangar 8005 interior, view to the north-northeast.
- 13 OR_MultnomahCounty_PortofPortlandHangar8005_0013
Maintenance shop in the west corner of Hangar 8005, view to the south.
- 14 OR_MultnomahCounty_PortofPortlandHangar8005_0014
Fire suppression system in the west corner of Hangar 8005, view to the southwest.
- 15 OR_MultnomahCounty_PortofPortlandHangar8005_0015
Lounge in office area of Hangar 8005, view to the north.



Photo 1
OR_MultnomahCounty_PortofPortlandHangar8005_0001
Hangar 8005, view to the south-southeast.



Photo 2
OR_MultnomahCounty_PortofPortlandHangar8005_0002
Hangar 8005, view to the east.



Photo 3
OR_MultnomahCounty_PortofPortlandHangar8005_0003
Hangar 8005 from NE Airport Way, view to the east-northeast.



Photo 4
OR_MultnomahCounty_PortofPortlandHangar8005_0004
Hangar 8005, view to the north-northwest.



Photo 5
OR_MultnomahCounty_PortofPortlandHangar8005_0005
Hangar 8005, view to the west.



Photo 6
OR_MultnomahCounty_PortofPortlandHangar8005_0006
Hangar 8005, view to the southwest.



Photo 7
OR_MultnomahCounty_PortofPortlandHangar8005_0007
Hangar 8005, view to the southwest.



Photo 8
OR_MultnomahCounty_PortofPortlandHangar8005_0008
Hangar 8005, view to the south.



Photo 9
OR_MultnomahCounty_PortofPortlandHangar8005_0009
Hangar 8005 with nearby hangars, view to the south.



Photo 10
OR_MultnomahCounty_PortofPortlandHangar8005_0010
Hangar 8005 (right), view to the northwest toward passenger terminal and control tower.



Photo 11
OR_MultnomahCounty_PortofPortlandHangar8005_0011
Hangar 8005 interior, view to the south-southwest.



Photo 12
OR_MultnomahCounty_PortofPortlandHangar8005_0012
Hangar 8005 interior, view to the north-northeast.



Photo 13

OR_MultnomahCounty_PortofPortlandHangar8005_0013

Maintenance shop in the west corner of Hangar 8005, view to the south.

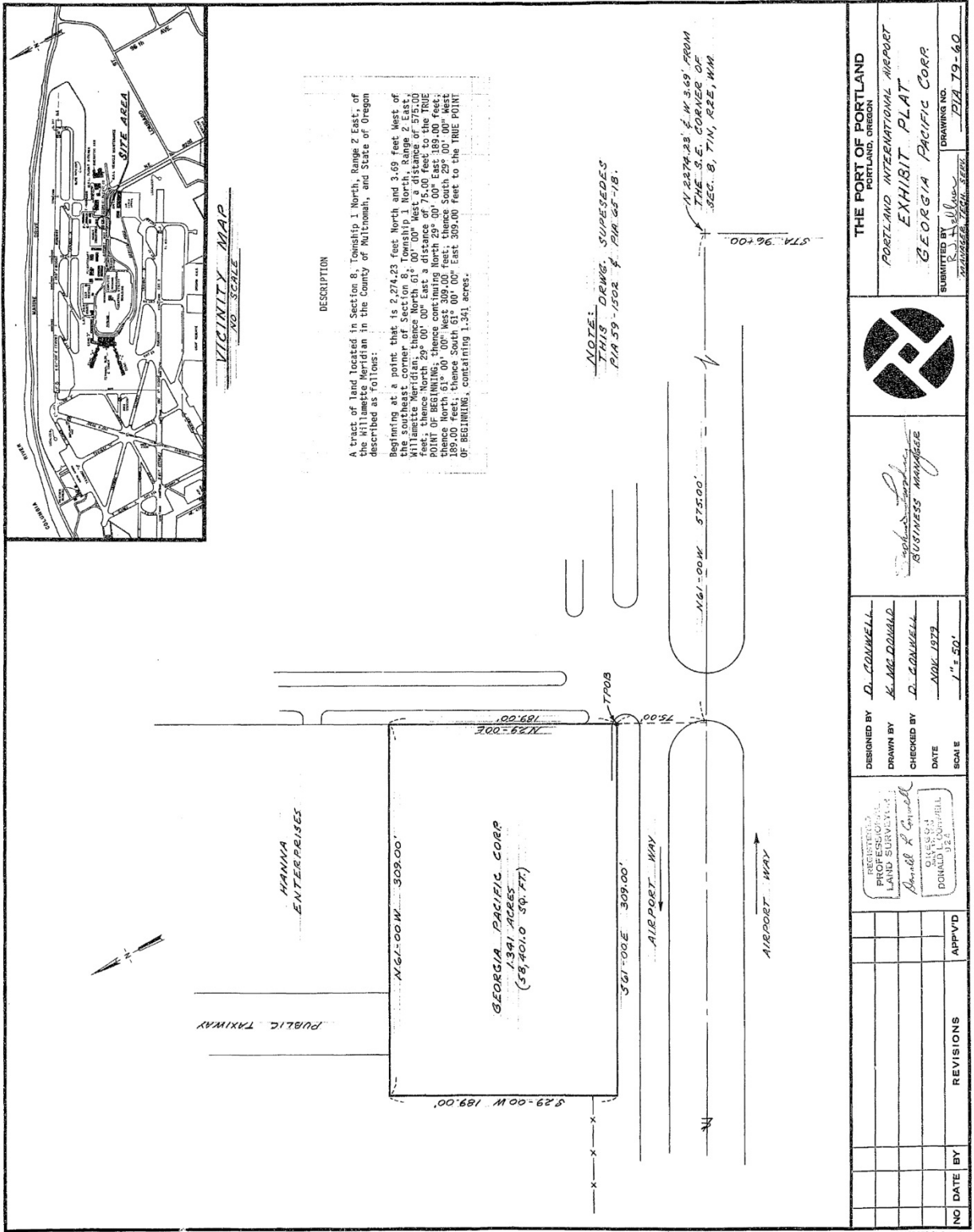


Photo 14
OR_MultnomahCounty_PortofPortlandHangar8005_0014
Fire suppression system in the west corner of Hangar 8005, view to the southwest.



Photo 15
OR_MultnomahCounty_PortofPortlandHangar8005_0015
Lounge in office area of Hangar 8005, view to the north.

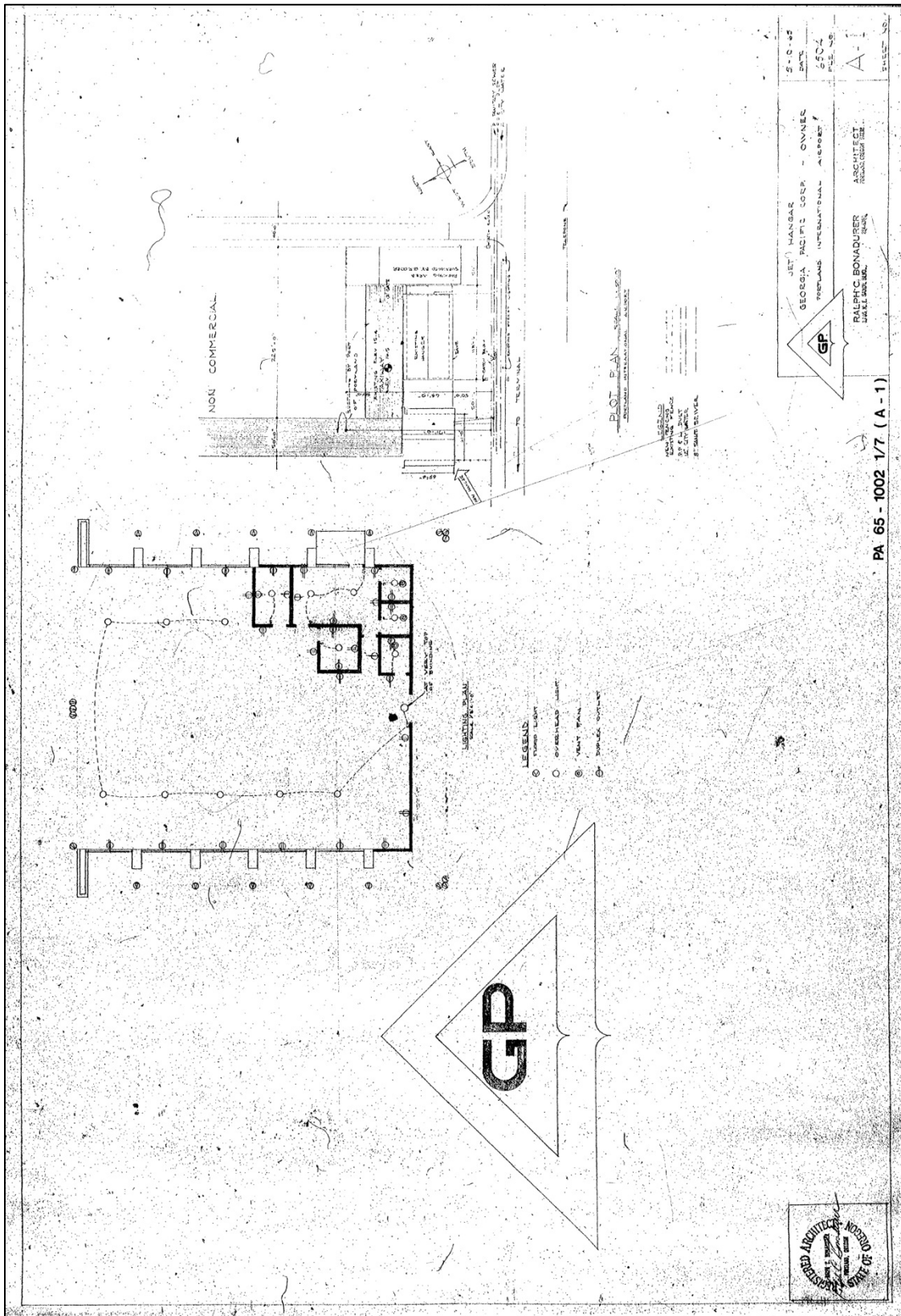
Appendix C: Historical Building Plans

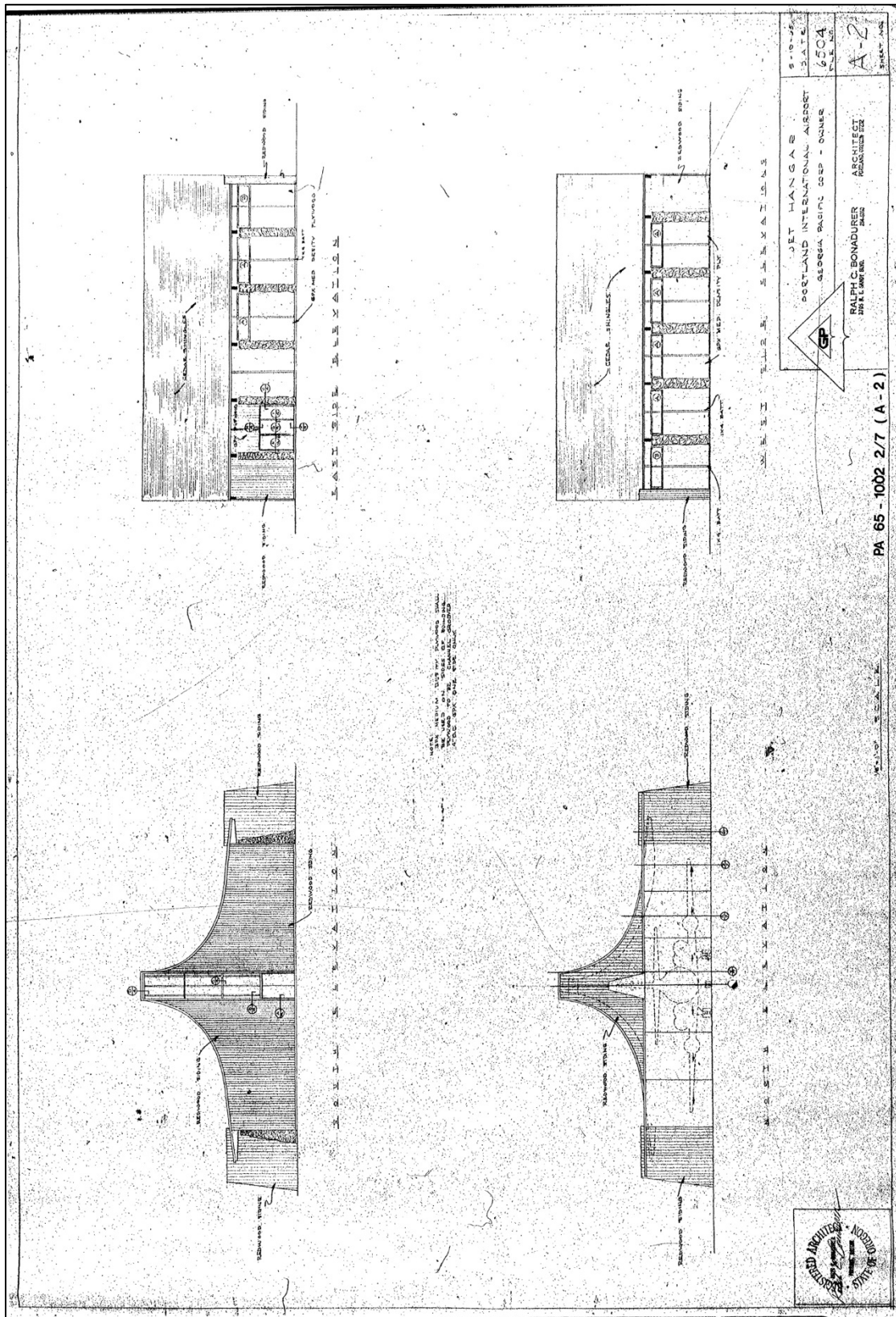


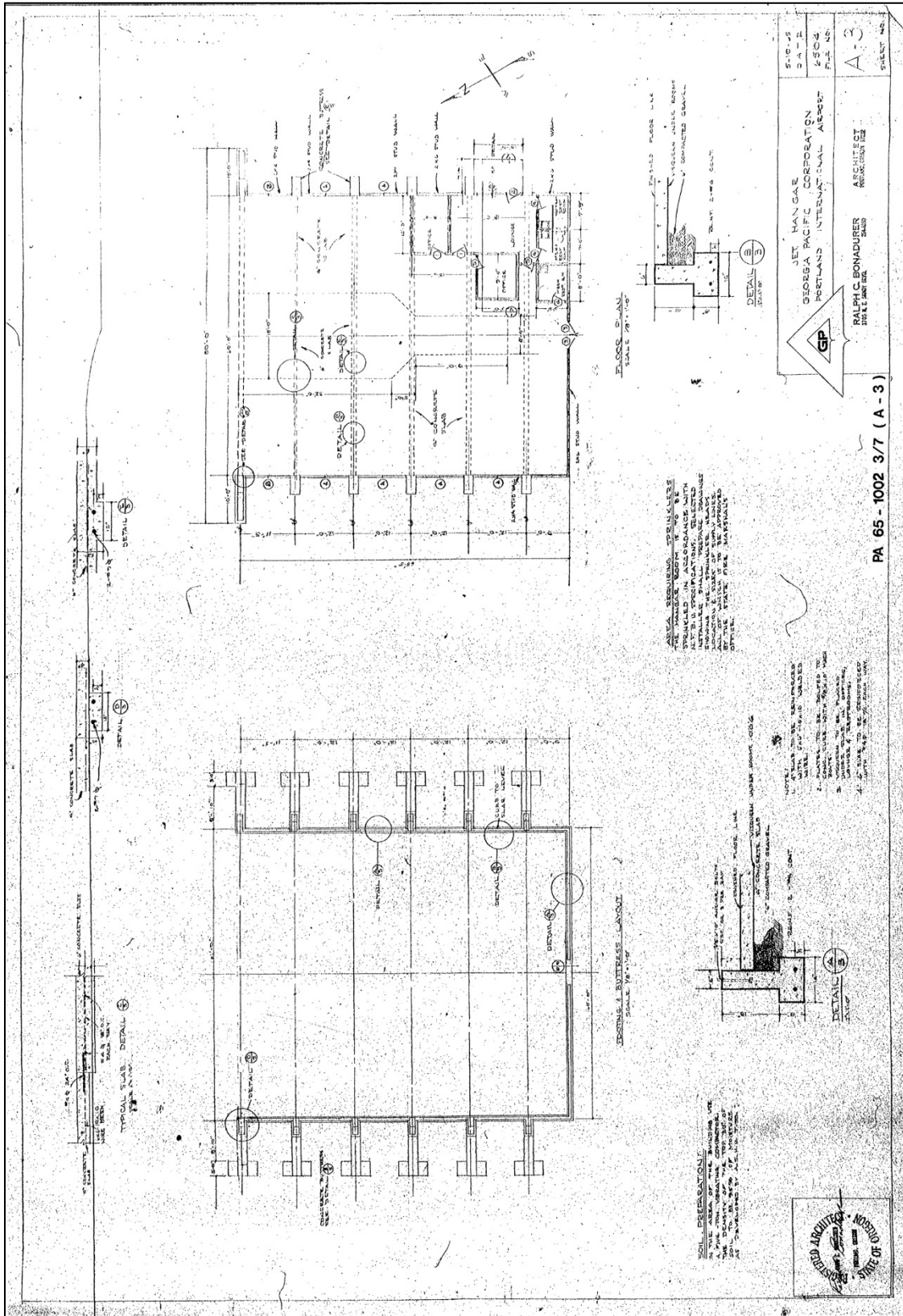
PRINTING 40 520 2790

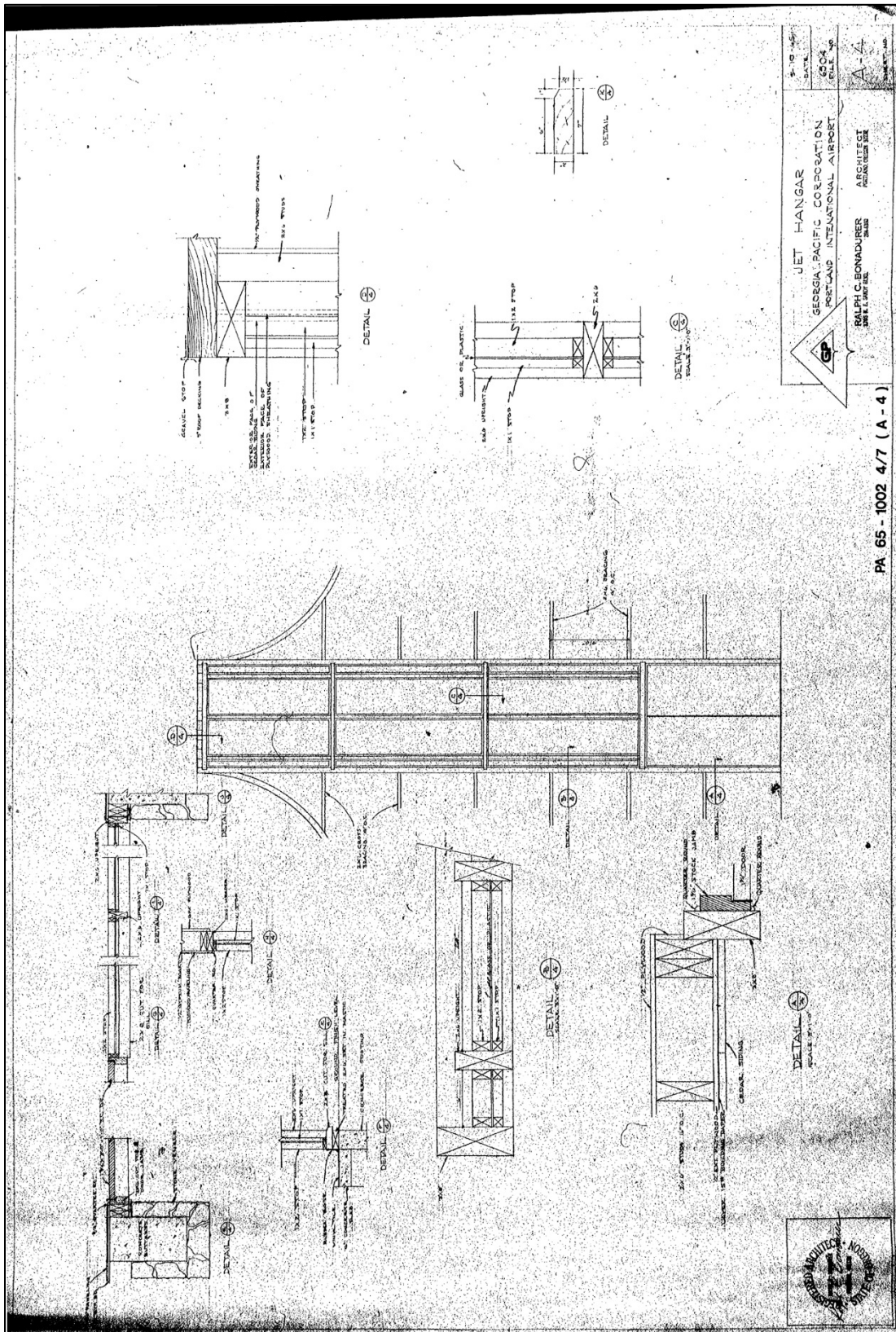
THE PORT OF PORTLAND PORTLAND, OREGON PORTLAND INTERNATIONAL AIRPORT EXHIBIT PLAT GEORGIA PACIFIC CORP.				
SUBMITTED BY: <i>Robert R. Conwell</i> MANAGER, TECHN. SECT.				
DRAWING NO. <u>P/A 79-60</u>				
<i>Robert R. Conwell</i> BUSINESS MANAGER				
DESIGNED BY	D. CONWELL			
DRAWN BY	K. MACDONALD			
CHECKED BY	D. CONWELL			
DATE	NOV. 1979			
SCALE	1" = 50'			
PROFESSIONAL LAND SURVEYOR <i>Donald R. Conwell</i> DONALD R. CONWELL 322				
NO.	DATE	BY	REVISIONS	APP'VD

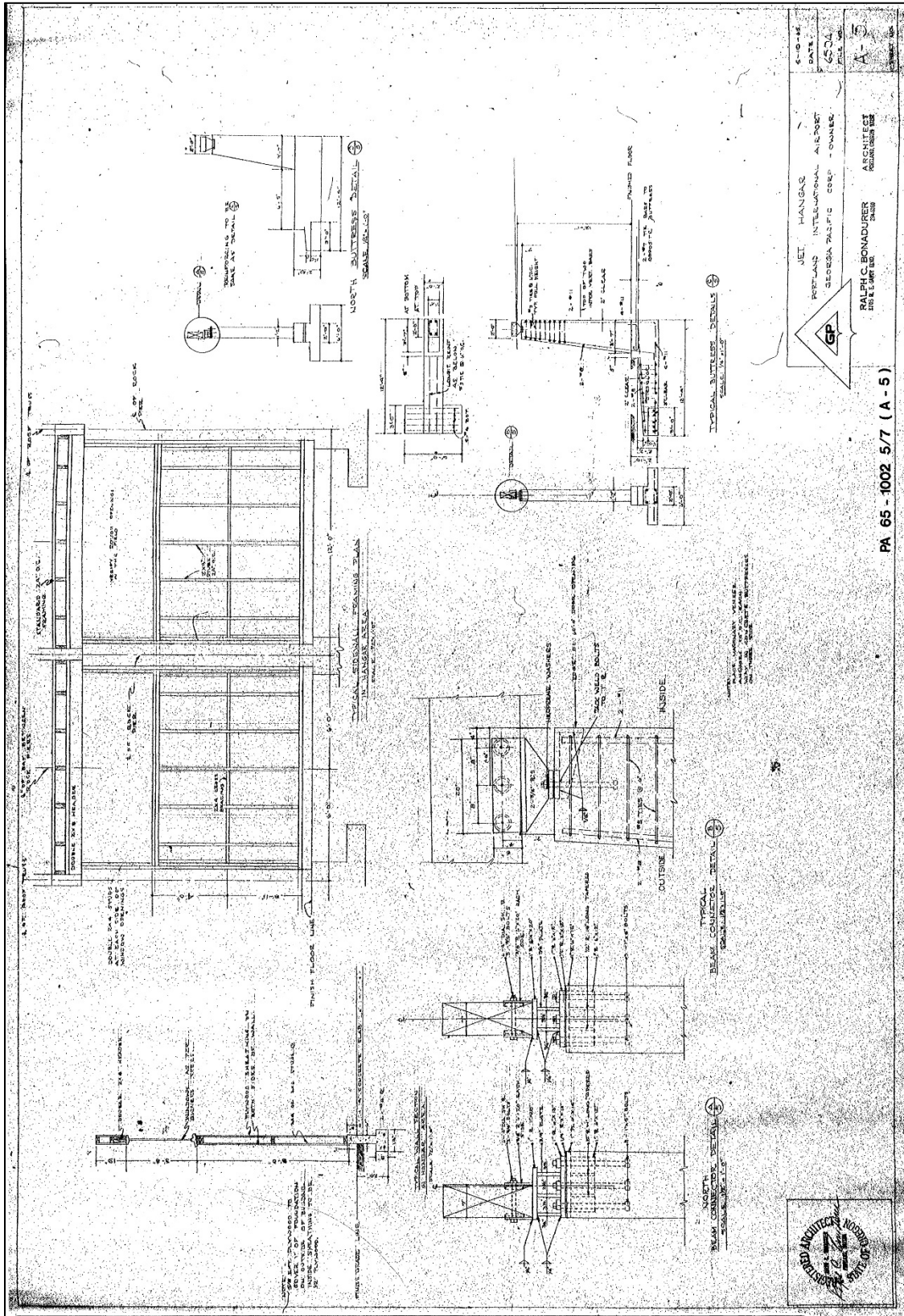
PORT OF PORTLAND HANGAR 8005
 Photographs, Maps, and Sketch Plans, Written Historical and Descriptive Data
 August 22, 2016

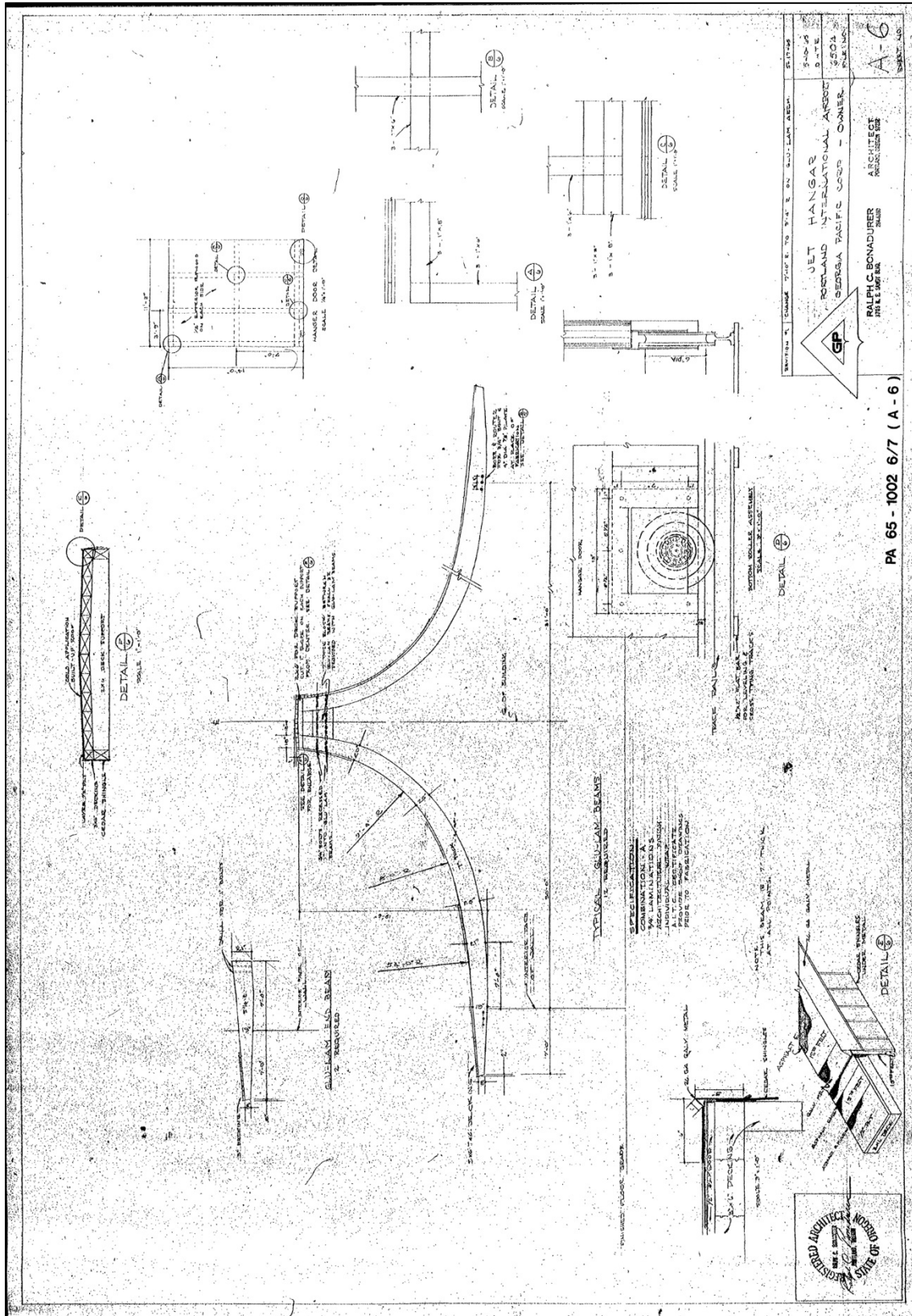


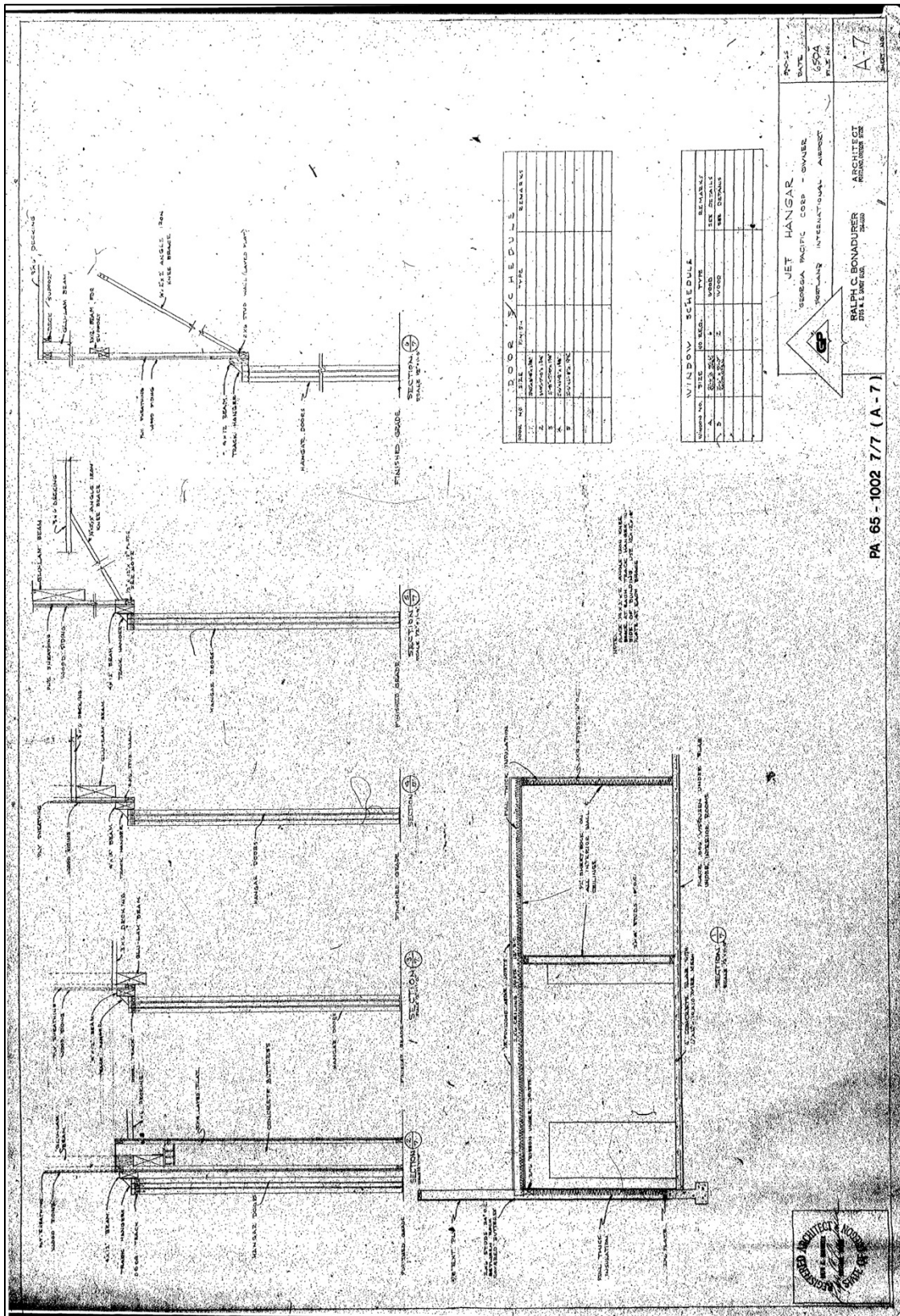


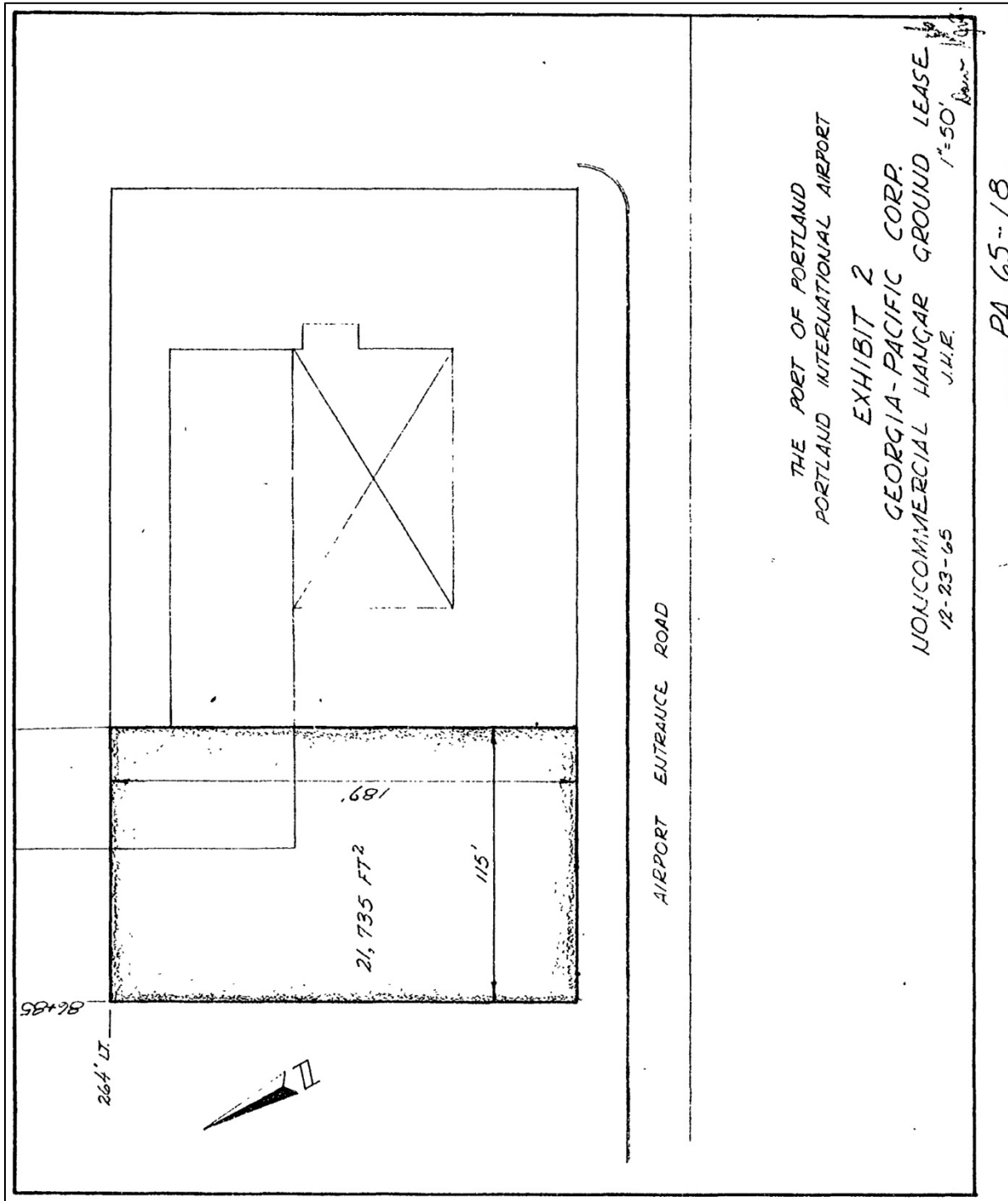












THE PORT OF PORTLAND
PORTLAND INTERNATIONAL AIRPORT
EXHIBIT 2
GEORGIA-PACIFIC CORP.
NONCOMMERCIAL HANGAR GROUND LEASE
12-23-65 J.H.E. 1"=50' *Don*
PA 65-18

Appendix D: Historic Photographs

Historical Image Log

Port of Portland Technical Resources Center

- 1 01_PH PDX 1962 0001 00 0009 0
Overview of commercial-industrial zone, ca.1968, following construction of Hangar 8005 (upper right); view to the south-southwest.
(Note: photograph mislabeled with date of 1962 in archives.)
- 2 02_PH PDX 1966 0001 00 0005 0
Overview of airport in 1966 with commercial-industrial zone in the foreground and passenger terminal in background. NE Airport Way is shown on left side of photograph, passing Hangars 8005 and 8007 (center). View to the northwest.
- 3 03_PH PDX 1968 0004 00 0004 0
Overview of commercial-industrial zone in 1968, showing Hangars 8005 and 8007 in foreground. View to the east.
- 4 04_PH PDX 1970 0002 00 0020 0
Overview of commercial-industrial zone in 1970, showing Hangars 8005 and 8007 on left and passenger terminal in background. Note development and expansion of parking areas since 1966. View to the west.
- 5 05_PH PDX 1970 0002 00 0021 0
Overview of commercial-industrial zone in 1970, showing Hangar 8005 in lower left; view to the west.
- 6 06_PH PDX 2001 0004 00 0005 0
Commercial-industrial zone in 2001. Hangars 8005 and 8007 are near the center of the image, to the left (northeast) side of NE Airport Way. Top of photograph is south-southeast.
- 7 07_SR PDX 1989 0011 00 0015 0_Hangar 8007
Hangar 8007 in 1989, view to the southwest.
- 8 08_SR PDX 1989 0011 00 0015 0_Hangar 8007
Hangar 8007 in 1989, view to the east.
- 9 09_SR PDX 1989 0011 00 0015 0_Hangar 8005
Hangar 8005 in 1989, view to the north-northwest.
- 10 10_SP PDX 2004 0001 00 0001 0
Hangar 8005 in 2004 prior to replacement of hangar doors, view to the south-southwest.

Oregon Historical Society (Port of Portland collection)

- 11 11_OHS_October1962_Portside
Hangar 8007 (building in background) and nearby hangars following Columbus Day Storm of 1962. View to the south-southwest.
- 12 12_OHS_October1962_PoP photos
Hangar 8007 (left) and nearby damaged hangar and airplanes following Columbus Day Storm of 1962. View to the southwest.



Historic Photo 1

Overview of commercial-industrial zone, ca.1968, following construction of Hangar 8005 (upper right); view to the south-southwest.



Historic Photo 2

Overview of airport in 1966 with commercial-industrial zone in the foreground and passenger terminal in background. NE Airport Way is shown on left side of photograph, passing Hangars 8005 and 8007 (center). View to the northwest.



Historic Photo 3

Overview of commercial-industrial zone in 1968, showing Hangars 8005 and 8007 in foreground. View to the east.



Historic Photo 4

Overview of commercial-industrial zone in 1970, showing Hangars 8005 and 8007 on left and passenger terminal in background. Note development and expansion of parking areas since 1966. View to the west.



Historic Photo 5

Overview of commercial-industrial zone in 1970, showing Hangar 8005 in lower left; view to the west.



Historic Photo 6

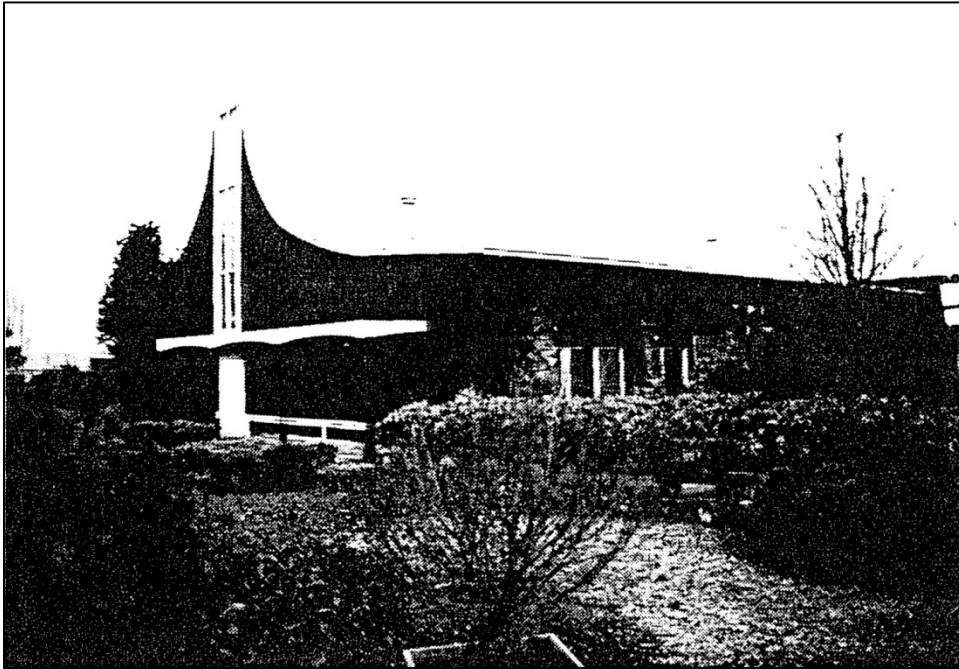
Commercial-industrial zone in 2001. Hangars 8005 and 8007 are near the center of the image, to the left (northeast) side of NE Airport Way. Top of photograph is south-southeast.



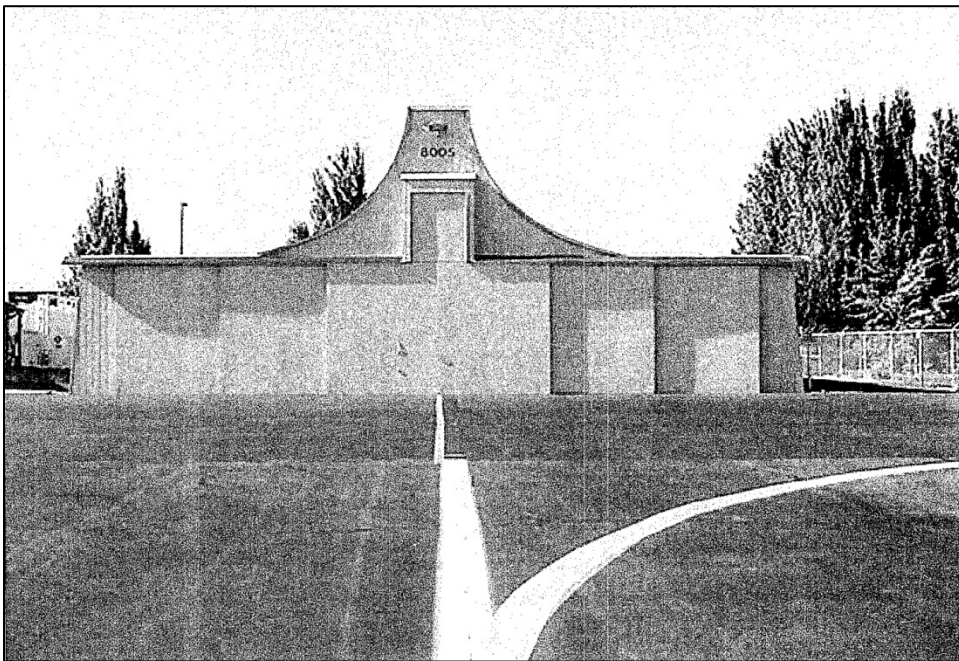
Historic Photo 7
Hangar 8007 in 1989, view to the southwest.



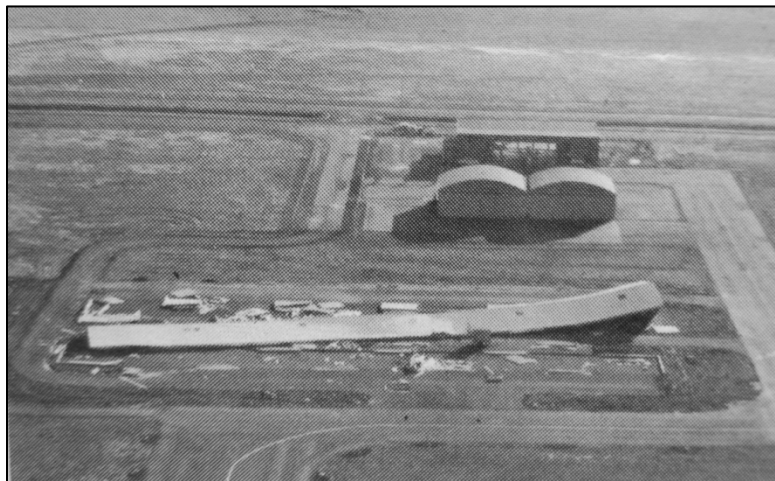
Historic Photo 8
Hangar 8007 in 1989, view to the east.



Historic Photo 9
Hangar 8005 in 1989, view to the north-northwest.



Historic Photo 10
Hangar 8005 in 2004 prior to replacement of hangar doors, view to the south-southwest.



Historic Photo 11

Hangar 8007 (building in background) and nearby hangars following Columbus Day Storm of 1962. View to the south-southwest.



Historic Photo 12

Hangar 8007 (left) and nearby damaged hangar and airplanes following Columbus Day Storm of 1962. View to the southwest.