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FOX-M Station

The Hangar (building B14A) was constructed in 1955-6 on the airfield sector of the FOX-M station of the former Distant Early Warning (DEW) Line. It was erected using standard DEW Line plans drawn by the New York architectural firm of LaPierre, Litchfield and Partners under the direction of the American engineering firm Western Electric Company, a subsidiary of Bell System. No alterations have been made to the exterior of the Hangar. The building is currently used as a aircraft hangar. The Department of National Defence is the custodian of the building. See FHBRO Building Report 99-021.

Reasons for Designation

The Hangar at the FOX-M station has been designated "Classified" because of its important historical associations, the qualities of its architectural design and its relationship to its environment in a heritage setting.

The primary historical theme identified for the building is its role in continental air-defence programs during the Cold War. As part of one of four main stations constructed for the DEW Line, the Hangar was part of a joint US-Canada effort to monitor Arctic airspace through an innovative radar and radio system designed to provide advance warning to North American military authorities of a possible air attack from the Soviet Union. As one of four main stations along the DEW Line, FOX-M also served as a regional communications hub, supply centre and administrative base for 8 to 10 auxiliary and intermediate stations in the area. The Hangar was a critical component in the logistical operations for supplying and staffing the DEW Line station.

Secondary themes for the building are its contribution to the opening of the Canadian Arctic to programs and services delivered and managed by the federal government; its status as an example of innovative building technology in the Canadian Arctic; and its role in establishing and maintaining a Canadian military presence in the Canadian Arctic.

The Hangar is also part of a military establishment that was a catalyst for the growth of an important Arctic community, namely Hall Beach.

The Hangar exhibits the same competency of construction seen in other DEW Line station structures but it also represents an imposing example of contemporary design in its construction, massing, form and details.

FOX-M DEW Line station is distinguished from other former stations by its relative

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completeness in terms of the number of original structures that have remained on the site and the survival of the supporting engineering works such as the airfield. The station retains its technological and military appearance through: the arrangement and form of its buildings; the survival of the gravel pad that defines the two occupied sectors of the station; and the continuance of associated communications structures such as the radome and radar billboards. The Hangar is situated within the airfield sector of the FOX-M DEW Line station.

The Hangar is of strategic value in contributing to the technological/military character of the site as a whole and the aviation function of the airfield sector. The original integrity of the environmental relationship between the Hangar and its immediate landscape continues. The structure sits on the gravel bed that covers the airfield sector and connects all the buildings to the airfield and to one another. The Hangar's contribution to the heritage setting is reinforced by its scale and easily discernible function.

Character Defining Elements

The heritage character of the Hangar resides in its form, construction and site relationships.

The Hangar's massive scale and function is discernible both from the ground and the air. It presents a symmetrical, classical composition from the front. The pointed roof peak forms a pediment which is set between two columns. The columns serve as housing for the panel doors of the hangar. The doors slide towards each side of the opening into the protective coverings in the column spaces. The metal trim of the pediment and the towers is painted bright red. The facade composition should be respected.

The Hangar is based on a square plan of (115 feet) 36 metres to a side. It is covered by a pitched roof that is 10 metres above grade level as its highest point and 6.5 metres above grade level at the ends. The roof is supported by modified Pratt steel trusses that span the width of the building. They are anchored into a steel frame which rests on concrete footings. The massive scale and solid appearance of the building is counterbalanced by a relatively thin skin composed of prefabricated metal-paneled cladding. The metal cladding should be retained. A juxtaposition also exists in the facade of the building where the filigreed appearance of the emergency siren tower set on the northwest corner of the hangar contrasts with the solid exterior surfaces of the hangar structure. The siren tower should be retained. The large sliding doors with their strong vertical lines and smooth lower panels provide relief to what would otherwise be

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a large flat surface. The form, metal cladding and detailing of the doors should be respected.

As an unheated building, the Hangar's construction technology was not as heavily influenced by permafrost considerations as heated buildings on the station. Nevertheless, drainage issues were addressed through its siting on the thick layer of gravel that covers the airfield sector of the station. As the primary landscape feature, consideration should be given to retaining the gravel pad. The Hangar, which faces the runway, is located adjacent to the Air Terminal Building: together, these two buildings represent the first line in the grid pattern that defines the arrangement of buildings in the airfield sector and helps reinforce the military character of the station. Any further site development should respect the strict alignment and established character of the remaining buildings on the station.

For further guidance, please refer to the *FHBRO Code of Practice*.

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