

HERITAGE CHARACTER STATEMENT

Hangars No. 3-13

CFB Borden, Ontario

Hangars No. 3-13 are the 11 remaining of 15 from a hangar line built early in 1917 for training Canadian recruits for the Royal Flying Corps, Royal Naval Air Service and subsequently the Royal Air Force. The hangars reverted to Canadian government ownership at the end of WWI and have been the property of the Department of National of Defence or its predecessors since then. The hangars retain their original form, construction and general appearance despite alterations. See FHBRO Building Report 87-109.

Reasons for Designation

On June 9, 1988, the hangar line was designated Classified because it illustrated the origins of organized Canadian military aviation and because the line and adjacent runway apron as a complex are largely unchanged since WWI. It was recognized that the hangars illustrated an important stage in the development of CFB Borden.

The excellent design of hangars, a product of the Royal Engineers, was proven in their rapid construction and continued use. The structural system employed lattice bow trusses on timber posts and reinforced with diagonal timber braces.

The hangars, in general, maintain their historic integrity despite alterations to the fenestration, removal of some lean-tos, addition of siding and filling in of end walls. The lattice bow trusses, which were probably prefabricated, are noteworthy.

The visual impact of the hangar line has not been affected by minimal changes to the buildings or site, which retain much of its original form. The hangar line is a coherent group forming a distinctive landmark on the base.

Character Defining Elements

An important aspect of the complex is the repetition of a similar element in a consistent pattern and spacing along the taxi-way. This aspect should be retained and any interventions should reinforce the linear massing of the hangar line. Certain hangars, #9 and #11 for example, retain most of their original attributes; hangar doors, lean-tos, fenestration; these attributes, in particular, should be retained. The roof lines and lean-tos (if they exist) are important for defining the massing of the hangars and should be maintained.

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

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