



City Commission Work Session Agenda
Tuesday, April 14, 2026, 4:00 PM
City Commission Chambers, 950 S. Grant Ave.

- Call to Order
- 1. Traffic Enforcement Debriefing
- 2. Skyhawk Hangar Assessment Report
- 3. Park Signage Redesign
- ADJOURNMENT



**CITY OF LIBERAL
CITY COMMISSION WORK SESSION MEETING
April 14, 2026
AGENDA ITEM # 1.**

To: Mayor Jeff Parsons
Vice Mayor Janeth Vazquez
Commissioner Matt Landry
Commissioner Jose Lara
Commissioner Ron Warren

Date: April 14, 2026

From: Scarletta Diseker, City Manager

RE: Traffic Enforcement Debriefing

City Staff will give a debriefing on the history of the STEP Grant and results from Saturday's traffic enforcement by the Liberal Police Department.

Recommendation:



**CITY OF LIBERAL
CITY COMMISSION WORK SESSION MEETING
April 14, 2026
AGENDA ITEM # 2.**

To: Mayor Jeff Parsons
Vice Mayor Janeth Vazquez
Commissioner Matt Landry
Commissioner Jose Lara
Commissioner Ron Warren

Date: April 14, 2026

From: Scarlette Diseker, City Manager

RE: Skyhawk Hangar Assessment Report

City Staff have attached the Skyhawk Hangar Assessment Report for Commission review. This report was completed by LK Architecture and MKEC Engineering in December 2025.

Focus areas of the assessment include:

- 1) Historical Significance
- 2) Construction Methods
- 3) Architectural Recommendations
- 4) Temporary Measures
- 5) Potential Use of Building
- 6) Landscape Architecture Evaluation

This report was jointly funded by the City and the MAAM Foundation with the intention of providing guidance on how to move forward with the structure.

Recommendation:

February 25, 2026

EXISTING BUILDING EVALUATION REPORT

B-24 Steel Hangar

Liberal Army Airfield, Liberal, Kansas

LK ARCHITECTURE, INC.

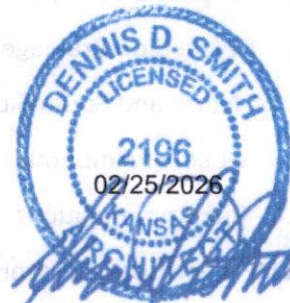
MKEC ENGINEERING

Prepared by:

Dennis Smith, AIA, NCARB, CRX, CDP

Nicholas Staib, PLA, ASLA

Russell Redford, PE (MKEC Engineering – Structural)



LK ARCHITECTURE

ARCHITECTURE

ENGINEERING

INTERIORS

LANDSCAPE ARCHITECTURE

WWW.LK-ARCHITECTURE.COM

316-268-0230

DSMITH@LK-ARCHITECTURE.COM



CONTENTS

Existing Building Evaluation Report	1
SECTION 1: ARCHITECTURAL EVALUATION	3
1.1 – Project Description/Architectural Observations	3
1.2 - Historical Summary and Architectural Analysis	3
1.3 - Army Airfields	4
1.4 - Construction Methods - Timing	4
1.5 - Construction Methods - Buildings	4
1.6 - Construction Methods – Hangar Design.....	5
1.7 - Construction Methods – Support Buildings.....	5
1.8 - Architectural Recommendations	5
1.9 - Secure the Building – Temporary Measures.....	5
1.10 - Use of the Building.....	6
SECTION 2: LANDSCAPE ARCHITECTURE EVALUATION	7
2.1 - Location Overview	7
2.2 - Existing Site Conditions	7
2.2.1 West Side Drainage	7
2.2.2 North and South Side Drainage	7
2.3 - Observed Impacts	7
2.4 - Recommendations	8
2.4.1 West Side Improvements	8
2.4.2 North and South Side Improvements	8
2.4.3 Long-Term Maintenance	8
2.5 - Summary	8
2.6 - B-24 Photos.....	9
SECTION 3: STRUCTURAL EVALUATION	12
APPENDIX A: BUILDING FLOOR PLAN	13



SECTION 1: ARCHITECTURAL EVALUATION

1.1 – PROJECT DESCRIPTION/ARCHITECTURAL OBSERVATIONS

The existing B-24 hangar is a single story approximately 125' in width by 205 feet in length. The roof structure is framed with steel "bow trusses" spanning the 125' dimension. The steel bow trusses appear to be approximately twenty feet on center with wood purlins and 2 by (2" in thickness) wood decking forming the substrate to the roofing membrane. A metal roof sheathing covers the wood decking system, reference Section 3 for more detail.

Each end of the steel trusses is supported by a steel WF column setting on a concrete footing of unknown size. However, the support of the steel trusses does not show any deformation ("sagging") of the roof decking. The roof structure appears stable in its existing condition.

Attached to the east elevation of the hangar is a single story building approximately twenty feet in width and 205 feet in length matching the "long dimension" of the hangar. This single story building housed "support" functions to the hangar.

The exterior walls of the hangar are wood framed with the upper twenty-five (25) percent having clear story windows to provide natural light for the hangar work areas. Interior walls in the hangar area are also wood framed.

The following "Historical Summary is included to give insight and additional information into "Why" these hangars were constructed and "How" they were built which gives us an "approximate age" of the building. Based on the information found during research, the construction of the Liberal hangar began on January 9th, 1943, and was probably completed within twelve (12) to eighteen (18) months. We were able to establish the age of the building to be approximately eighty-three (83) years old.

1.2 - HISTORICAL SUMMARY AND ARCHITECTURAL ANALYSIS

The air branch of the United States Army took on a new role in March of 1935 when the War Department established the General Headquarters Air Force (GHQAF). The purpose of the newly formed GHQAF was to provide air defense and a striking force, including pursuit, bombardment and attack units. With the escalation of the war in Europe, President Roosevelt asked Congress to increase America's air power in January 1939. Germany attacked Poland, September 1, 1939 and WW II began. The Army's air forces expanded rapidly between late 1940 and 1941. By the time Roosevelt declared a national emergency on May 27, 1941, a call for increased troops and bases were well underway. Following the attack on Pearl Harbor, the expansion of airbases in Kansas and other locations in the Midwest proceeded rapidly. Kansas and other Midwest states were topographically ideal for airstrips that could accommodate large aircraft like the B-24 for the training of operators.



Eighteen (18) Kansas airfields contributed to the WW II fight; of these, sixteen (16) were Army airfields (AAF) and two (2) were Naval Air Stations (NAS). Liberal was the location of one (1) of these airfields. Hundreds of auxiliary fields were also planned, ranging from sod landing strips to asphalt or concrete fields with support buildings. The primary bases like Liberal were scattered across the state's central and southern plains. Employing thousands of civilians and civilian workers. At the peak of WW II enrollment, more than 2.4 million men and women served the USAAF.

1.3 - ARMY AIRFIELDS

Thirteen of the 16 Army airfields in Kansas were constructed specifically for the WWII effort. Only three (3) were already in operation at the onset of WW II: Marshall Field at Fort Riley, McConnell Field in Wichita and Sherman Field at Ft. Leavenworth.

Construction began on the AAF in Liberal on January 9th, 1943. Twelve (12) bases were already under construction prior to the base at Liberal. The earliest of these bases to start construction was Smoky Hill, which started construction on May 5th, 1942.

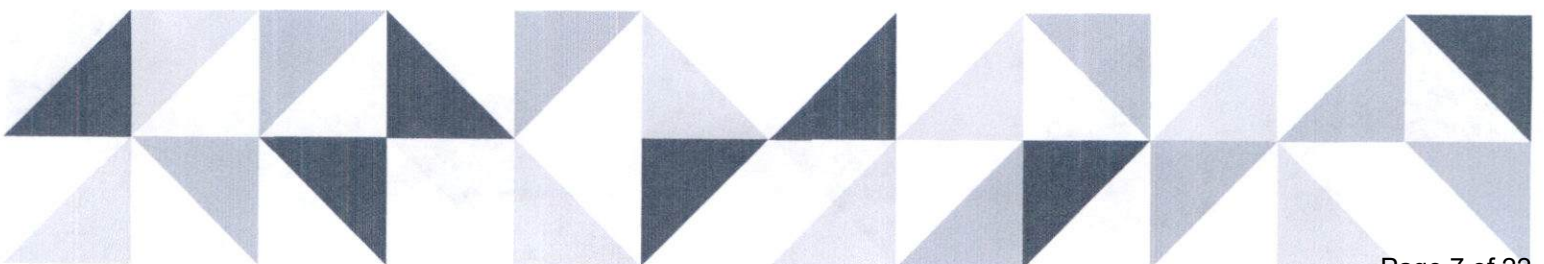
1.4 - CONSTRUCTION METHODS - TIMING

The massive army bases were rapidly built, usually completed within 18 months. The immediate construction on each base involved runways and airplane hangars. Each field usually had three or more concrete runways, several taxiways and a large parking apron. Base runways ranged from around 5000 feet long to 10,000 feet at Smoky Hill and Walker. Most base runways were originally in a triangular configuration, easily identifiable from the air.

Auxiliary fields took all forms. Some were simply fields cleared of nearby brush. Municipal airports often served as auxiliary fields. Asphalt or concrete fields constructed during WW II took the form of either one straight runway, a concrete pad (such as Garden City Auxiliary #1) or triangular (such as Strother Auxiliary #5).

1.5 - CONSTRUCTION METHODS - BUILDINGS

Army buildings were ultimately utilitarian and quickly assembled. Most base buildings were not meant for long term use. They were constructed of temporary or semi-permanent materials. Although some hangars had steel frames, occasional brick or tile block buildings could be seen on some of the bases.



1.6 - CONSTRUCTION METHODS – HANGAR DESIGN

The buildings at Kansas Army bases were usually consistent in design. Whether constructed of steel or wood, hangars typically had similar elements that included round top roofs, cantilevered sliding doors, one- story “shed” roof additions on the rear or sides of the building and brick chimneys connected to a boiler. Hangar design occasionally deviated from the traditional round top as in the flat-roofed structure associated with the Dodge City AAF.

The type of aircraft usually determined the hangar design and size. Buildings for the large B-29 had “notched openings” in each end to allow for the tail of the airplane to enter the building.

1.7 - CONSTRUCTION METHODS – SUPPORT BUILDINGS

Support buildings were similar in design from base to base. Most can be described as Minimal Traditional, absent of decoration and detail. Their design reflected a focus on economy of materials. The purpose of support buildings was usually not recognizable from its appearance, with the exception of parachute buildings which were much taller and longer to allow for drying of the chutes and to allow tables for “repacking” the chutes. Many of the support buildings were repurposed as “mission” at some of the bases and changed as WW II evolved.

1.8 - ARCHITECTURAL RECOMMENDATIONS

The following items are meant to be temporary repair to secure the building envelope and prohibit additional damage and deterioration to the building. MKEC's structural narrative which is attached to this report provides a “detailed” report of what needs to be done to preserve the building from further damage.

1.9 - SECURE THE BUILDING – TEMPORARY MEASURES

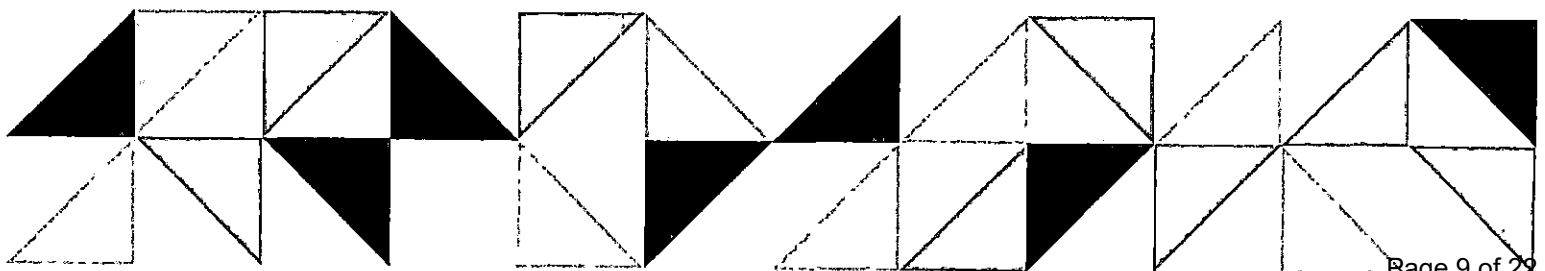
- 1.9.1 Repair the exterior walls to eliminate further deterioration.
- 1.9.2 Temporarily cover the roof to prevent further weathering and deterioration.
- 1.9.3 Have the building checked for hazardous materials, asbestos, lead paints, etc.
- 1.9.4 Remediate with a licensed hazardous materials contractor.
- 1.9.5 Check out electrical services and repair as necessary to eliminate any fire or short circuit fire hazards.
- 1.9.6 Remove all interior walls in the hanger area that are not part of the original building.
- 1.9.7 Rebuild the north end of the building to eliminate exposure to wind and rain events.
- 1.9.8 Have a general contractor prepare an “estimate of cost” prior to authorizing the items covered in this report.



1.10 - USE OF THE BUILDING

While the building is being secured, assemble a board of directors to decide the purpose, function and use of the building.

- 1.10.1 Is the building going to be restored to original condition?
- 1.10.2 Can the building be placed on the State Historical Preservation Organization SHPO list?
 - What are the pros and cons of listing the building?
 - What funds or grants might be available to use for preservation of the building?
- 1.10.3 Does the building have any historical value to the City of Liberal and/or Seward County?
- 1.10.4 Restore the building to house "static displays" for the MAAM.
 - Use aircraft from the 1940's when the Hangar was actively used.
- 1.10.5 Use as a large event facility with an outside venue area on the grass west of the building.



SECTION 2: LANDSCAPE ARCHITECTURE EVALUATION

2.1 - LOCATION OVERVIEW

The Liberal B-24 Hangar is positioned on the east side of the airport ramp, north of the Liberal Air Museum, and bounded on the east by Terminal Avenue. The building is oriented north-south.

A large grass strip lies directly west of the hangar. This area slopes generally toward the building, creating a pathway for stormwater to flow toward the west wall.

2.2 - EXISTING SITE CONDITIONS

2.2.1 WEST SIDE DRAINAGE

- The west side of the hangar receives significant surface runoff from the adjacent grass strip.
- The natural grade directs water toward the building rather than away from it.
- This condition is contributing to ongoing deterioration of the west wall, likely due to:
 - Prolonged moisture exposure
 - Ponding against the foundation
 - Infiltration into wall materials

2.2.2 NORTH AND SOUTH SIDE DRAINAGE

- Drainage along both the north and south sides of the hangar is **flat**, with little to no positive slope away from the structure.
- Flat grades increase the risk of:
 - Standing water
 - Saturated soils adjacent to the foundation
 - Accelerated material degradation

2.3 - OBSERVED IMPACTS

- 2.3.1** Moisture-related deterioration is already visible on the west wall.
- 2.3.2** Continued runoff toward the building will likely worsen structural and material conditions.
- 2.3.3** Flat drainage on the north and south sides increases long-term maintenance concerns and may contribute to foundation settlement or wall moisture intrusion.



2.4 - RECOMMENDATIONS

2.4.1 WEST SIDE IMPROVEMENTS

- Regrade the grass strip west of the hangar to establish a consistent slope directing water away from the building.
- Install a storm sewer or surface drainage system (e.g., swale, trench drain, or inlet structure) to intercept runoff before it reaches the hangar.
- Ensure the drainage system ties into an appropriate outfall or existing airport stormwater infrastructure.

2.4.2 NORTH AND SOUTH SIDE IMPROVEMENTS

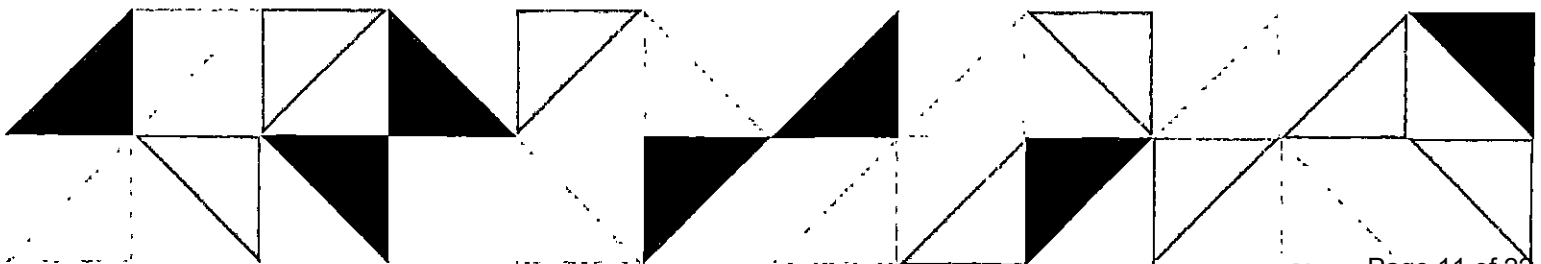
- Reestablish positive drainage away from the building perimeter.
- Options include:
 - Minor regrading to create a minimum recommended slope (typically 2–5% away from the structure)
 - Installation of shallow swales or surface drains where re-grading alone is insufficient.
- Maintain clear drainage paths free of vegetation buildup or obstructions.

2.4.3 LONG-TERM MAINTENANCE

- Conduct periodic inspections of:
 - Wall conditions
 - Foundation exposure
 - Drainage paths
- After improvements, monitor performance during heavy rainfall to confirm proper flow patterns.

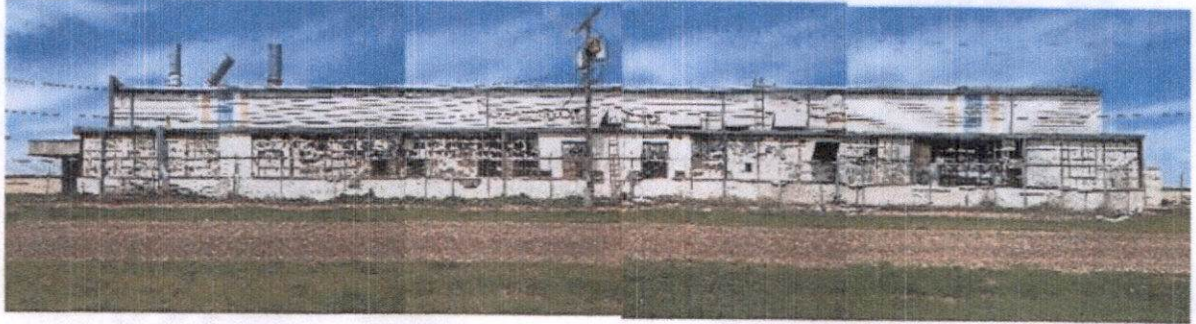
2.5 - SUMMARY

The Liberal B-24 Hangar is currently affected by inadequate site drainage, particularly on the west side where runoff from the adjacent grass strip is causing deterioration of the wall. Re-grading and installation of a stormwater capture system are strongly recommended to protect the structure. Additional grading improvements on the north and south sides will help maintain long-term building integrity and reduce moisture-related risks.

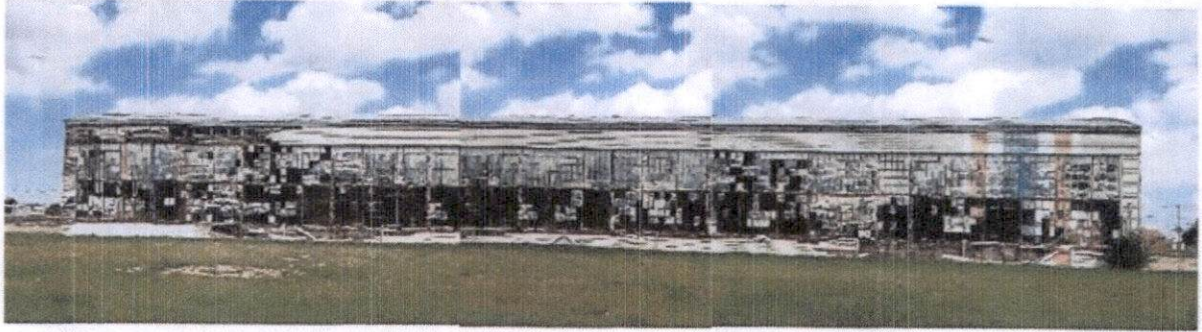


2.6 - B-24 PHOTOS

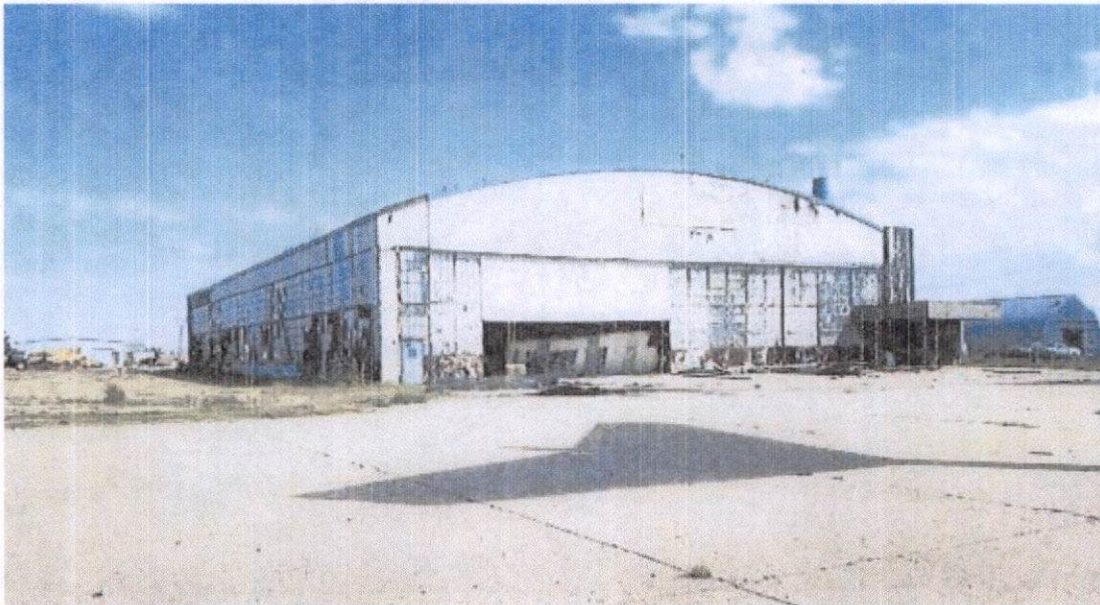
2.6.1 EAST ELEVATION (LOOKING WEST)



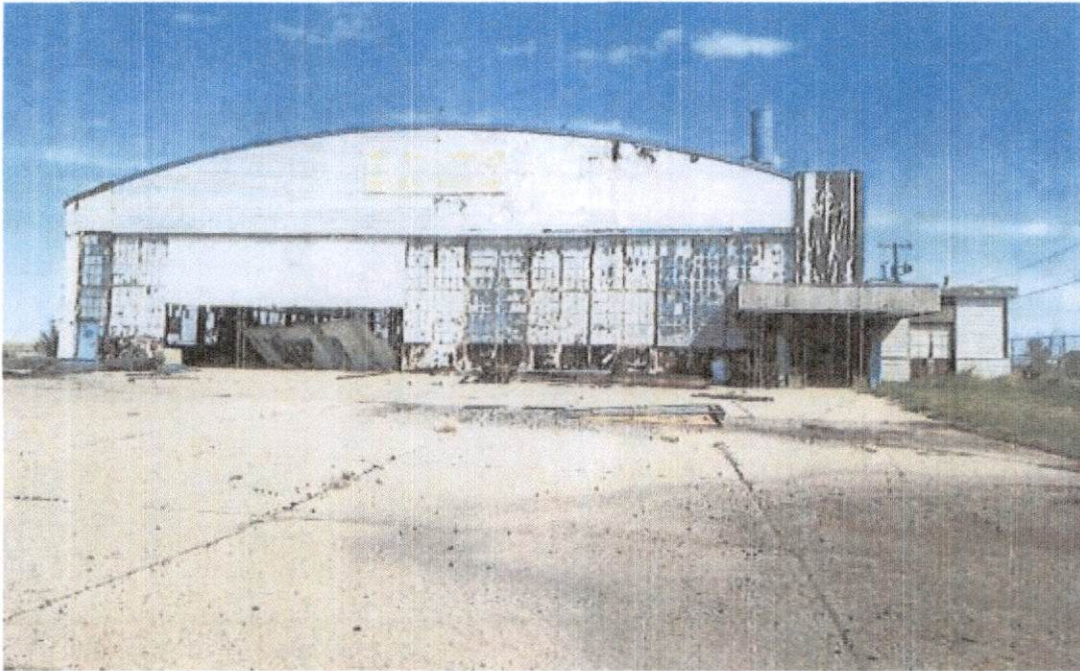
2.6.2 WEST ELEVATION (LOOKING EAST)



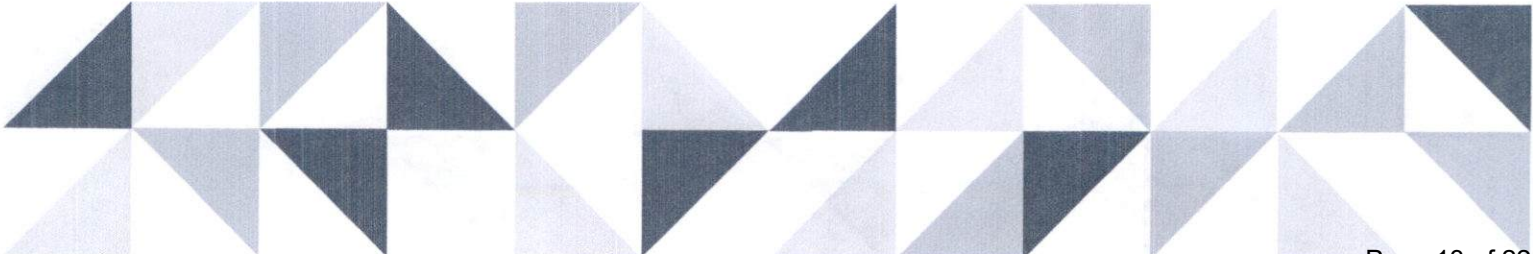
2.6.3 SOUTH ELEVATION (LOOKING NORTH)



2.6.4 SOUTH ELEVATION (LOOKING NORTH)



2.6.5 WINDSTORM DAMAGE



2.6.5 INTERIOR



2.6.7 AERIAL VIEW



SECTION 3: STRUCTURAL EVALUATION





December 31, 2025

Mr. John T. Smith, AICP
President
MAAM Foundation
PO Box 2585
Liberal, KS 67905

VIA EMAIL & MAIL

Reference: B-24 Steel Hangar
Liberal Army Air Field
Liberal, Kansas

On December 18, 2025, upon your request and accompaniment, I visited the above referenced structure. The primary purpose of my visit was to perform a structural evaluation of the overall building envelope in its current condition. I was to note the current condition, any immediate life safety issues, any structural deficiencies, and outline maintenance issues that may need to be addressed in the future.

EXISTING STRUCTURAL SYSTEM DESCRIPTION

The B-24 steel hangar building is a single-story building located at the Liberal Army Air Field in Liberal, Kansas. The structure is a rectangular shaped building, approximately 125'-8" wide (E-W) by 204'-8" long (N-S) with a 20'-5" x 204'-8" lean-to on the east side of the building.

Partial existing construction documents and an as-built floor plan for the building were available. The interior structure of the main hangar was open and visible with the exception of the paint booth locations. The lean-to structure was partially visible, as interior walls and ceiling structures are still in place, obstructing views of the structure. The exterior building walls were wood framed with lots of glass on the north, west, and south elevations. The non-bearing interior walls in the lean-to are constructed with wood framing. The roof construction consists of 2x wood rafters at 3'-6" +/- o.c. spanning approximately 20'-4 5/8" (N/S) bearing on steel trusses clear-spanning (E/W) the main hangar width. Every other 2x joist is sistered with a steel cee roof purlin, at 7'-0" +/- o.c. The roof has 1x or 2x roof decking. The steel trusses bear on steel columns at each end. The foundations for the exterior and interior columns are unknown.

STRUCTURAL OBSERVATIONS

- The roof decking and 2x roof rafters in the north (2) bays of the hangar show signs of water damage and are in various states of decay. It appears this is where the roofing has been removed and/or severely damaged. Based upon my evaluation and judgement, the existing wood roof joists and decking needs to be removed and replaced in the north two bays of the hangar.
- The majority of the roof joists appear in good condition with no major structural issues observed, with the exception of the roof joists previously noted at water damaged areas.
- The roof decking appears water damaged in various locations throughout the hangar where there has been roof leaks.

- The exterior steel columns show signs of surface rusting at the base of the columns and base plates. This is due to ongoing moisture exposure. The exterior walls all need to be replaced to prevent water intrusion leading to steel corrosion. The columns should be cleaned and painted to protect them from future deterioration once the building is enclosed.
- The steel trusses appeared overall to be in good condition with no surface rusting noted. However, paint on the trusses is starting to peel. I do recommend the trusses be cleaned and repainted to prevent future corrosion once the building is enclosed.
- The exterior walls of the building are in very poor condition. The north, west, and south exterior walls have all suffered significant wind and water damage. At this time, the walls are "open" and do not stop any moisture intrusion.
- The west exterior wall had loose glass panels, "swaying in the breeze". These panels are a safety hazard and need to be taken down.
- The bottom of the west exterior wall has rotted out and is in severe deterioration.
- The north and south exterior wall doors have blown down.
 - Shoring has been added at the south door, so that if the door was reinstalled, it would not be operational.
- The east exterior wall had broken windows and cracked gunnite on the exterior wall.
- The north exterior wall had a majority of the wall panels blown out above the missing door.
- Based upon my evaluation and judgment, the exterior walls all need to be replaced.
- A loose roof x-brace was noted at the middle of the south bay of the main hangar. The turnbuckle was "drooped" and not tight and in proper horizontal position.
- Overall, the major structural issues are the previously noted exterior walls, doors, and north two bays of the hangar roof. The remainder of the building did show signs of normal wear and tear that is typical for an older building. The structure itself appeared to be in relatively decent condition considering the age of the building and current exposure to the elements.

PROPOSED STRUCTURAL MODIFICATIONS

The majority of the building appeared to be in good structural condition. The items highlighted in this report were relatively minor in nature, with the exception of the roof and ceiling. By giving attention to the following items, the structural integrity of the building can be maintained for many years to come:

1. Remove and replace the existing wood roof in the north two bays of the hangar.
2. Reroof the entire structure.
3. Remove all the damaged exterior walls and reinstall new wall girts, siding, and/or metal panel.
4. Install new doors.
5. Exterior finishes shall be maintained at all times in order to protect the structural components they cover. Normal maintenance includes painting, caulking joints and repairing exterior finishes to prevent moisture penetration. Any components that appear to have moisture damage shall be repaired or replaced.
6. Caulk and seal all building joints as required to provide weather tightness.
7. Keep gutters and down spouts free of debris such as leaves and sticks. Downspouts and properly installed splash blocks shall deposit water away from the buildings. Water shall be deposited onto paved areas designed to direct water into the storm drainage system.

The structure is salvageable at this time, but the roof needs to be re-roofed and new exterior walls must be installed to enclose and make the building water tight. If the building is left open for several more years, the structure may not be salvageable in the future.

Once repairs are completed, compliance to a regular building maintenance program will increase the longevity of the structure.

If you have any questions or need additional information, please call.

Sincerely,

MKEC ENGINEERING, INC.



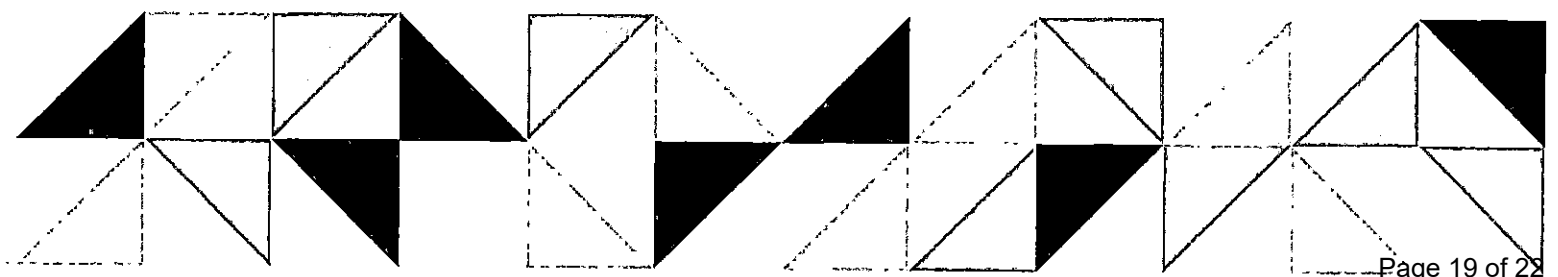
J. Russell Redford, P.E.

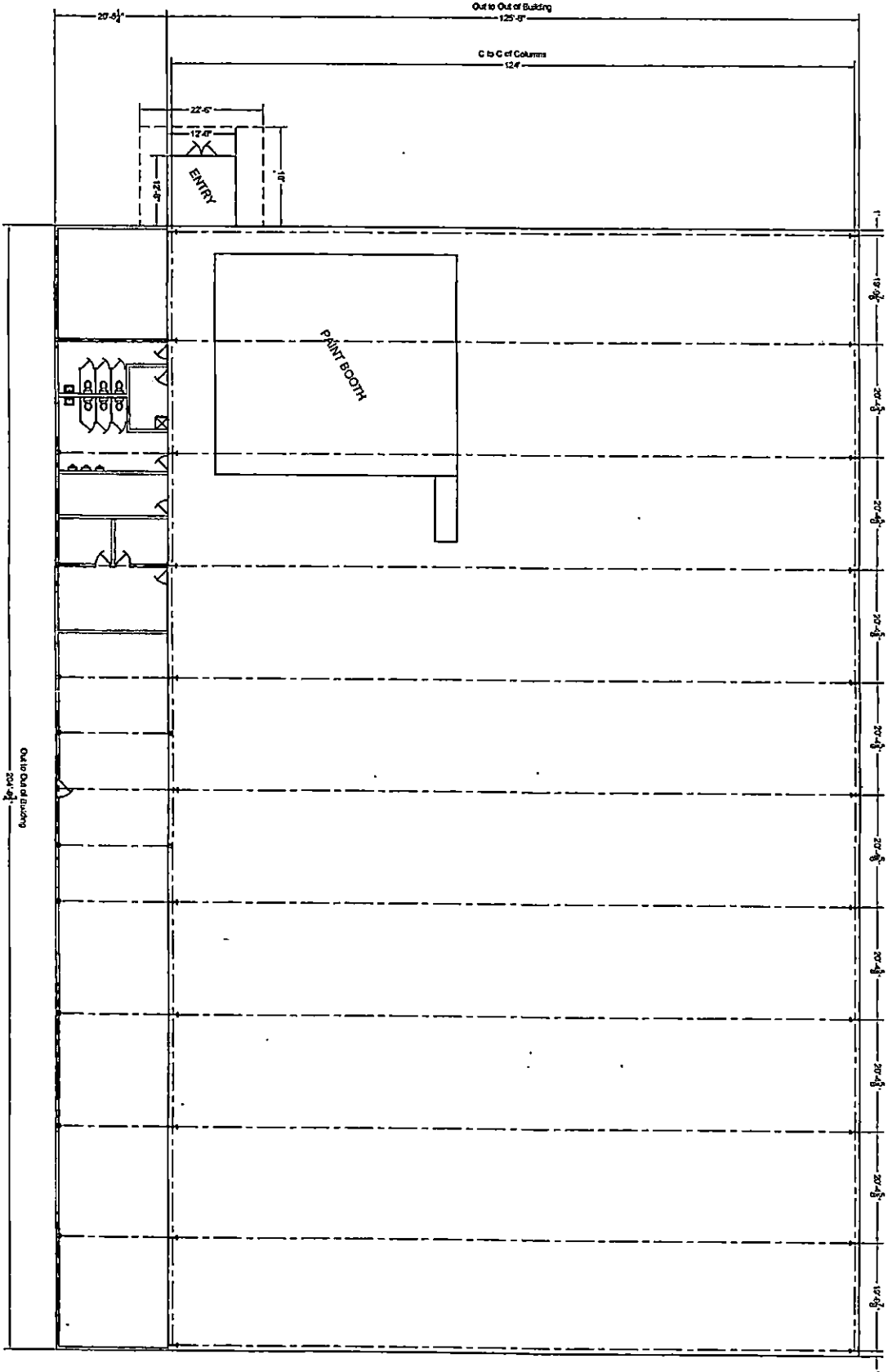
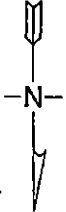
Cc: Ms. Scarlett Diseker, City Manager – City of Liberal, KS
Mr. Dennis Smith, AIA NCARB – LK Architecture

LIMITATIONS OF OBSERVATION

We cannot observe areas which are obstructed or inaccessible. We will observe the current condition of those structural components which are requested and are accessible, and we will make such recommendations as we believe are appropriate in regard to the current condition of the components. Any recommended modifications are designed to maintain structural adequacy and serviceability but will not guarantee that in the future a given structural component will not crack, deflect or leak water.

APPENDIX A: BUILDING FLOOR PLAN





NOTE:
 CAD file created from original Wilson & Co. Salina, KS drawings from the 1940s. Original Drawings are stored at The Mid-America Air Museum.

A-1	MAAM Foundation Liberal Army Air Field B-24 Steel Hangar Liberal, KS 67901	Drawing Courtesy of SLM Designs 1534 N Roosevelt Ave. Liberal, KS 67901 620-482-3258	This drawing has been made for the benefit of the MAAM Foundation and for their use in carrying out their mission, purposes, and objectives, and may be used only with their written permission. There is no stated or implied warranty as to its accuracy and should not be relied upon for construction purposes. MAAM Foundation 150 Plaza Drive, Suite 207, PO Box 2585, Liberal, KS 67905
	Project: B-24 Steel Hangar Date: 02/27/2013 Author: SLM Designs		



**CITY OF LIBERAL
CITY COMMISSION WORK SESSION MEETING
April 14, 2026
AGENDA ITEM # 3.**

To: Mayor Jeff Parsons
Vice Mayor Janeth Vazquez
Commissioner Matt Landry
Commissioner Jose Lara
Commissioner Ron Warren

Date: April 14, 2026

From: Keeley Young, Chief Communications Officer

RE: Park Signage Redesign

Staff have multiple design mock-ups to present for consideration for the redesign of local park signage. Our goal is to create attractive destination signage which is easy to read for way finding purposes and ties back to our more vibrant City branding using consistent colors, fonts, and graphic elements.

Recommendation:

Staff request feedback and direction on the presented mock-up designs to allow us to fine-tune a final design.

Quotes to "re-skin" existing signage will be collected from local vendors and presented for final approval. This project is budgeted from the 1-Percent Sales Tax fund.



**CITY OF LIBERAL
CITY COMMISSION WORK SESSION MEETING
April 14, 2026
AGENDA ITEM #**

To: Mayor Jeff Parsons
Vice Mayor Janeth Vazquez
Commissioner Matt Landry
Commissioner Jose Lara
Commissioner Ron Warren

Date: April 14, 2026

From:

RE: ADJOURNMENT

Recommendation: