

MINUTES ON AIRPORT CONSTRUCTION CONFERENCE
THURSDAY, JANUARY 25, 1951

ATTENDING

J. D. Powell, Chief Airport Engineering
Branch
F. J. Schnitzer, District Airport Engineer
J. E. West, Airport Engineer
F. B. Hope, Auditor
L. G. Schenck, Auditor

J. R. Pelich, Architect
Preston M. Geren, Architect & Engineer

M. H. Huffman, Exec. Director

Thos. S. Byrne, President
H. H. Franks, Vice-President
E. R. Brown, Chief Engineer

C. M. Thelin, Director of Public Works
I. C. Driver, Office Engineer
W. A. Rubottom, Finance Officer
W. A. Satterwhite, Const. Engineer

REPRESENTING

C. A. A. Regional Office
C. A. A. District Office
C. A. A. District Office
C. A. A. Regional Office
C. A. A. Regional Office

Pelich & Geren
Pelich & Geren

Fort Worth Air Terminal, Inc.

Thos. S. Byrne, Inc.
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City of Fort Worth
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The meeting was opened at 10:15 a.m. with a discussion on Change Order #1 concerning the paving in front of the Office and Hangar Building. Mr. Driver announced that the change order has been prepared. Mr. Byrne requested information as to whether the question of the construction of the paving had been cleared in order that the work be started. Mr. Driver said that it had not been cleared by the Council, but in all probability would be at the next Council meeting on Wednesday. Mr. Thelin stated that no work be started until clearance had been obtained through the Council and the C. A. A.

Mr. Brown stated that to expedite the work on the paving, the underground work, storm sewer drains, etc. should be done immediately. After a general discussion on the storm sewer lines, Mr. Brown made the statement that the storm sewer, adjacent to Fingers, would include sewer lines up to the curb inlets, but not the entire project; also, that this cost was \$2625.00, and that the total cost of the storm sewer would be \$13,312.00. Mr. Byrne requested that the question of the storm sewer construction be settled as soon as possible. Mr. Thelin agreed to submit the storm sewer and gasoline distribution system to the City Council for approval as soon as possible.

Mr. Thelin made the announcement in regards to the paving in front of the building that the square yardage area had been reduced 195 yards from the original plans upon which the lump sum bid of \$111,500.00 was based. Mr. Byrne agreed that credit would be given on the square yardage basis for the reduction in yardage quantity.

Mr. Byrne inquired if it were possible to begin the Finger construction at once. He stated that the work on the gasoline distribution system should be started immediately to prevent delays if it were agreeable; also, that the contract for the gasoline distribution system should be awarded at once since the sub-contractor could not guarantee any firm prices for a prolonged period. Mr. Driver stated that if any further delays made prices higher the funds might not be available. It was unanimously agreed to do everything possible to expedite getting the entire project under contract.

The location of the gasoline tank "farm" was discussed, and there was some question on Mr. Thelin's part as to the traffic problem that might be incurred by the daily activity of an average of ten gasoline transport trucks in front of the building. Mr. Huffman stated that he thought the hazard would be negligible. Mr. Thelin also inquired as to the advisability of the underground tanks, 400,000 gallons capacity, being next to the building area. He said that this question had not been discussed with the Fire Marshall. Mr. Huffman said that the American Airlines Mechanical Engineer had approved this system and from the fire-hazard stand-point, there was very little danger, and that it was felt that it was the best place to locate this system as proposed. He also stated that the installation of these tanks in the South West corner of the Field would be inadvisable due to its distance to the terminal proximity and the added cost of such an installation.

Mr. Byrne requested the location of the road, South West of the Office Building, as soon as possible in order to proceed with the construction of the asphalt paving, etc. Mr. Thelin said that the plans for the location of the new road would proceed.

Mr. Thelin stated that the C. A. A. required weekly and monthly reports of the materials received on the construction of the Terminal Building, and that so far none had been sent in. It was agreed that the architects and engineers would furnish all necessary reports. Mr. Byrne added that unless a Defense Order could be secured through Washington that it would be necessary to get a directive on every item of critical material needed for the project.

Mr. Driver requested that copies of Addenda 1 through 7 to the General Specifications on the Terminal Building be furnished. Mr. Pelich stated that he would submit the necessary copies.

Mr. Thelin suggested that the meetings be held at 10:30 a.m. every Thursday morning if it were agreeable. It was unanimously agreed that the next meeting should be at 10:30 a.m. instead of 10:00 a.m.

Meeting adjourned at 11:50 a.m.