

C O P Y

MINUTES ON AIRPORT CONSTRUCTION CONFERENCE
THURSDAY, FEBRUARY 1, 1951

<u>ATTENDING</u>	<u>REPRESENTING</u>
J. D. Powell, Chief Airport Engineering Branch	C.A.A. Regional Office
F. B. Hope, Auditor	C. A.A. " "
J. R. Pelich	Pelich & Geren
M. H. Huffman, Exec. Director	Fort Worth Air Terminal, Inc.
R. H. Brooks, Reg.Dir. of Properties	American Airlines
D. L. Lewis, Civil Engineer	Wyatt C. Hedrick, Inc.
Thos. S. Byrne, President	Thos. S. Byrne, Inc.
H. H. Franks, Vice-President	" " " "
E. R. Brown, Chief Engineer	" " " "
W. M. Randolph, Elec. Designer	Yandell Cowan & Love
P. N. Love, Mech. Engineer	" " " "
C. M. Thelin, Director of Public Works	City of Fort Worth
I. C. Driver, Office Engineer	" " " "
W. A. Rubottom, Finance Officer	" " " "
W. A. Satterwhite, Const. Engineer	" " " "

The meeting was opened at 10:35 a.m. by Mr. C.M. Thelin who announced that the plans for the paving in front of the Office and Hangar Building had been submitted to the City Council and had been approved; also, the minimum storm sewer construction under the Terminal Building Apron was approved and the necessary documents would be forwarded to the C.A.A. for formal approval. It was agreed that the City would provide engineers for setting the grades for the paving in front of the Office and Hangar Building and also for the minimum storm sewer construction. Mr. Huffman inquired if the C.A.A. had formally approved the paving plans, and he was informed that Mr. Schnitzer, of the C.A.A., had given verbal permission to be followed by formal approval to go ahead with the construction.

A general discussion was held with reference to the gasoline distribution system, location of lines, etc. Regarding the two loading positions, five and six, at the end of the North Finger, it was found that a portion of the lines and pit locations would be under some of the existing concrete paving. Mr. Thelin requested a study be made with regard to the possible relocation to minimize cutting the existing paving. Mr. Love, Mechanical Engineer, stated that the plans would be revised accordingly, for approval by the C.A.A. Mr. Thelin advised that no contracts would be awarded on the gasoline system until necessary financing had been arranged. Mr. Huffman requested that Mr. Jones be asked to contact Mr. Amon G. Carter in regards to negotiation for funds.

Mr. Brooks stated that if it were agreeable, the contract on the pneumatic tube system would be awarded on the receipt of only one bid due to their previous experience with pneumatic tube contractors. Mr. Thelin objected to awarding a contract on this basis and stated that at least two bids should be received for this work. The estimate of \$10,500.00 included in the guaranteed price by Thos. S. Byrne may or may not be sufficient to cover the cost of this installation. Should the cost exceed the above amount, Mr. Thelin suggested that any excess should be paid by American Airlines, but this was not agreeable to Mr. Brooks who desired that negotiations between the City and American Airlines be held covering any excess cost over the allowance.

Mr. Byrne requested information as to when they could expect payment for work done on the Office and Hangar Building, and was advised that payment will be made upon execution of the escrow agreement between the City and American Airlines.

Mr. Byrne advised that the Tennessee Coal, Iron and Railroad Company had notified North Texas Iron and Steel Company that they considered the National Production Authority Order a Defense Order and not a Directive Order, and that they must be given a Directive Order under the Defense Project in order to expedite the furnishing of the steel.

Mr. Randolph advised that the plans of the electrical system in the Terminal Building had been revised and would be submitted to C.A.A. for approval via the City Engineering Department. All plans and specifications regarding the project are to be handled in like manner.

The meeting was adjourned at 11:50 a.m.

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