

OHIO ARCHITECT

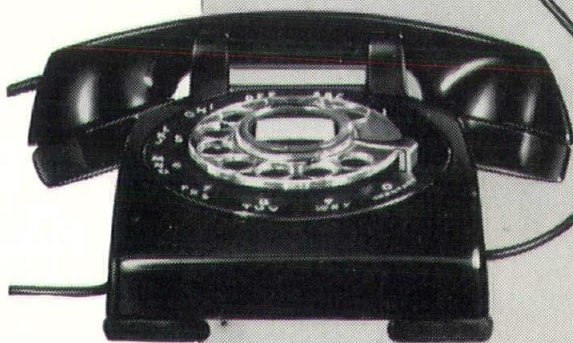
AUGUST
1957

OFFICIAL PUBLICATION OF THE ARCHITECTS SOCIETY OF OHIO
OF THE AMERICAN INSTITUTE OF ARCHITECTS

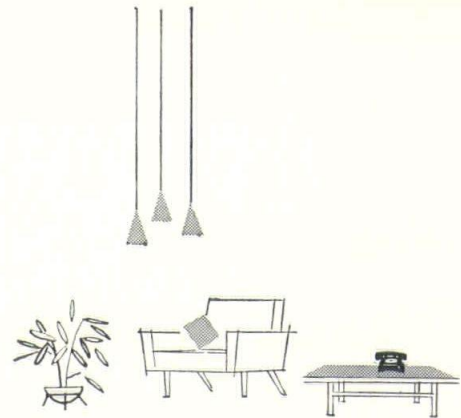


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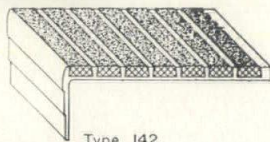
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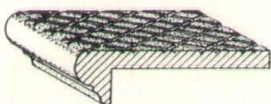


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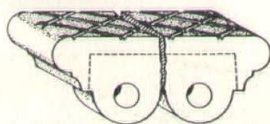


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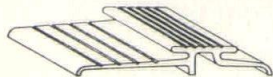
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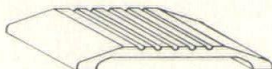
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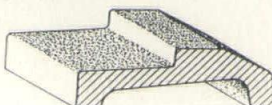


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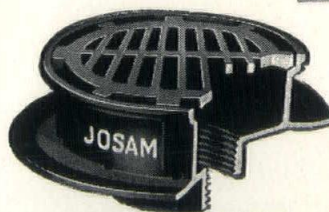
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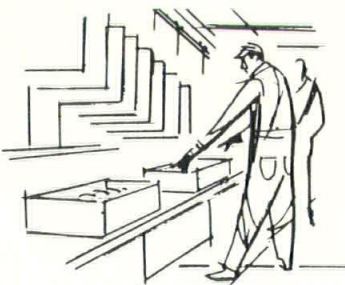
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OHIO ARCHITECT

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OFFICIAL PUBLICATION OF THE ARCHITECTS SOCIETY OF OHIO
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AUGUST, 1957

Volume XV

Number 8

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OHIO ARCHITECT publishes educational articles, architectural and building news, news of persons and the activities of the Architects Society of Ohio.

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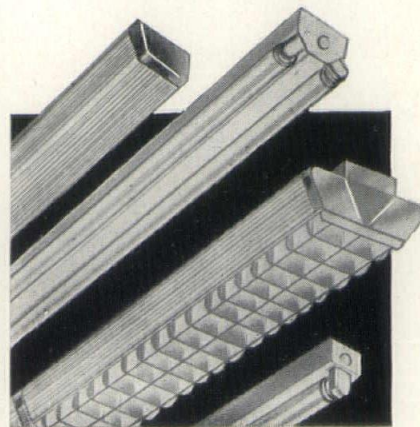
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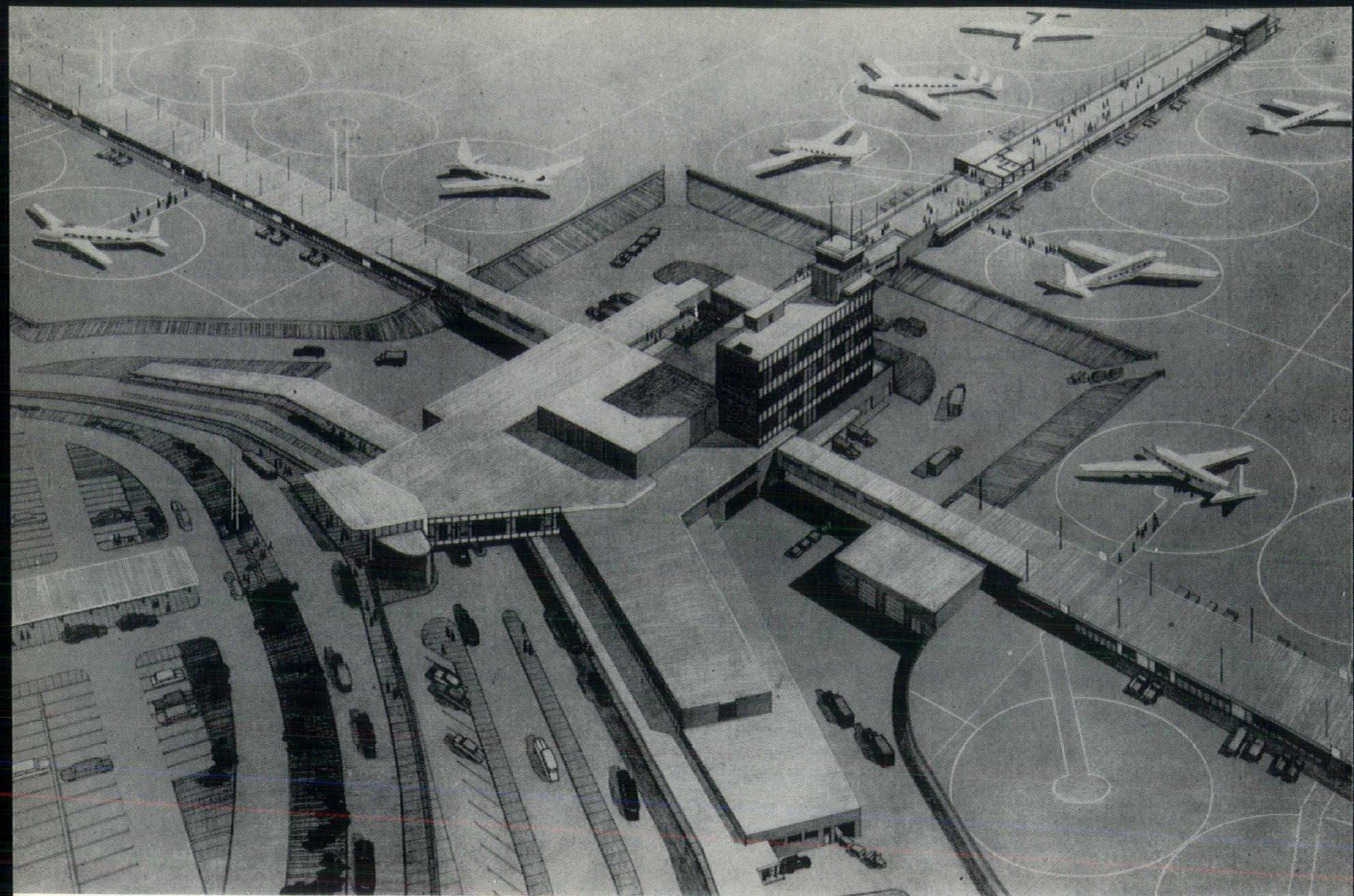
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Architects Outcalt, Guenther & Associates

CLEVELAND HOPKINS AIRPORT

The Cleveland Hopkins Airport is located eleven miles from downtown Cleveland and is served by nine airlines and three air freight lines.

Construction of the new terminal building was premised by three basic requirements: first, that the existing plan layout and function of existing runways and taxiways be kept intact and apron paving and pertinent utility installations be retained in the current development program insofar as practicable to construction; second, that the airfield and its pertinent facilities be maintained and kept in complete operation throughout the construction period; and third, that the construction program not exceed the maximum municipal bond fund available in the

amount of \$8,000,000.00.

These requirements made necessary a planned sequence of fifteen separate construction stages for ultimate master plan development of the terminal area. To date, work has been completed or is under construction in eight of the fifteen stages. Development beyond this point is dependent upon future needs and the availability of funds.

The step by step procedure was started with construction of the west passenger concourse providing eight plane positions. The west concourse, when completed, was attached by a temporary covered walkway to the existing administration building. Temporary access walks, roadways and additional parking facilities were provided

ed to serve this operation.

The first and a most important problem in the design of the terminal building was the circulation pattern for vehicles, passengers, non-flying public, baggage handling and related services thereto.

A system of one-way traffic direction was adopted for all vehicular traffic entering the airport. All cars, taxis, limousines and public bus transportation enter the terminal area at one point on the Airport Freeway and leave at one other exit intersection. Planning has been incorporated for future overpass road construction at the Freeway entrance and exit intersections when funds for such construction become available. After entering the terminal area, vehicles leave the main road artery for various destinations. The first vehicles to bleed off the roadway are those bearing left to the parking area. Taxis, limousines and service trucks continue on and turn off to the right leaving the most obvious and direct main artery to the main public entrance of the terminal building free for city buses and visitors' cars. The taxis, limousines and private passenger vehicles are separated from the service trucks a short distance beyond their initial turn-off. The taxis proceed directly to the ticketing wing or on to the passenger pickup area at the lower level, the trucks to the depressed service court which surrounds the terminal building on three sides. The various separate traffic flows continue in one direction eventually blending together onto the main exit artery.

When the passenger arrives at the ticketing wing, he enters the door nearest the airline he wishes to use. A short and direct distance inside the ticketing lobby brings him to the airline counter where he checks in and is relieved of his baggage. Once unencumbered he mounts the escalator or stairs to the main lobby where he can immediately check his gate position and time of departure at the master flight information board and then proceed on his way to the concourses and airplane gate position via a ramp descending approximately one-half story to the field and concourse level.

On the way various concessions are available. A restaurant (including

lounge bar, coffee shop and employee cafeteria), a drugstore, two car rental agencies, airline travel insurance agency, newstands, barber shop, gift shop and a branch bank are now in operation.

Deplaning passengers leaving the concourses converge on a stairway in the main lobby area that descends directly to the baggage claim counter. A short walking distance brings them to the limousine and taxi stand or to a ramp and covered walkway into the heart of the parking area.

The baggage handling operation also flows in essentially one direction, the depressed service court about the building being used by airline baggage trains. Short ramps lead to the field area and aircraft positions. In the lower level of the building itself a separate trucking concourse was introduced for the baggage train flow. As the baggage trains enter the building, stops can be made at the post office, air express, baggage claim or baggage pick-up areas behind the various airline ticketing operations. The one-way horizontal flow eliminates confusion and handling and reduces waiting time for baggage delivery considerably.

Serious consideration was not given to the shape and appearance of the terminal structure itself until the circulation pattern had been crystallized.

The building became a cloak or envelope surrounding and protecting the traffic flow and its related functions.

At Cleveland Hopkins all areas of operation are expansible and schemes for such increase in area were recorded and made part of the planning file for future guidance. The service area around the building was made wide enough to permit horizontal expansion of the main structure in three directions. This will permit increased areas on the ground floor for building operation space, concession receiving and storage, kitchen, post office and air express. On the floor above, the structure as planned will take increased concession areas, waiting space and dining areas when needed. On upper floors provision has been made to enable CAA to triple the space now in use.

The finger type plan for gate positions was adopted to permit expansion without expensive remodeling of the main building. The west concourse now in operation contains airline operational areas and passenger traffic flow. The north concourse now under construction will double the number of available gate positions. When additional gate positions are required, it will be possible to add a south concourse structure in a similar manner.

View of the Cleveland Hopkins Airport mainpassenger lobby in the Terminal Building.

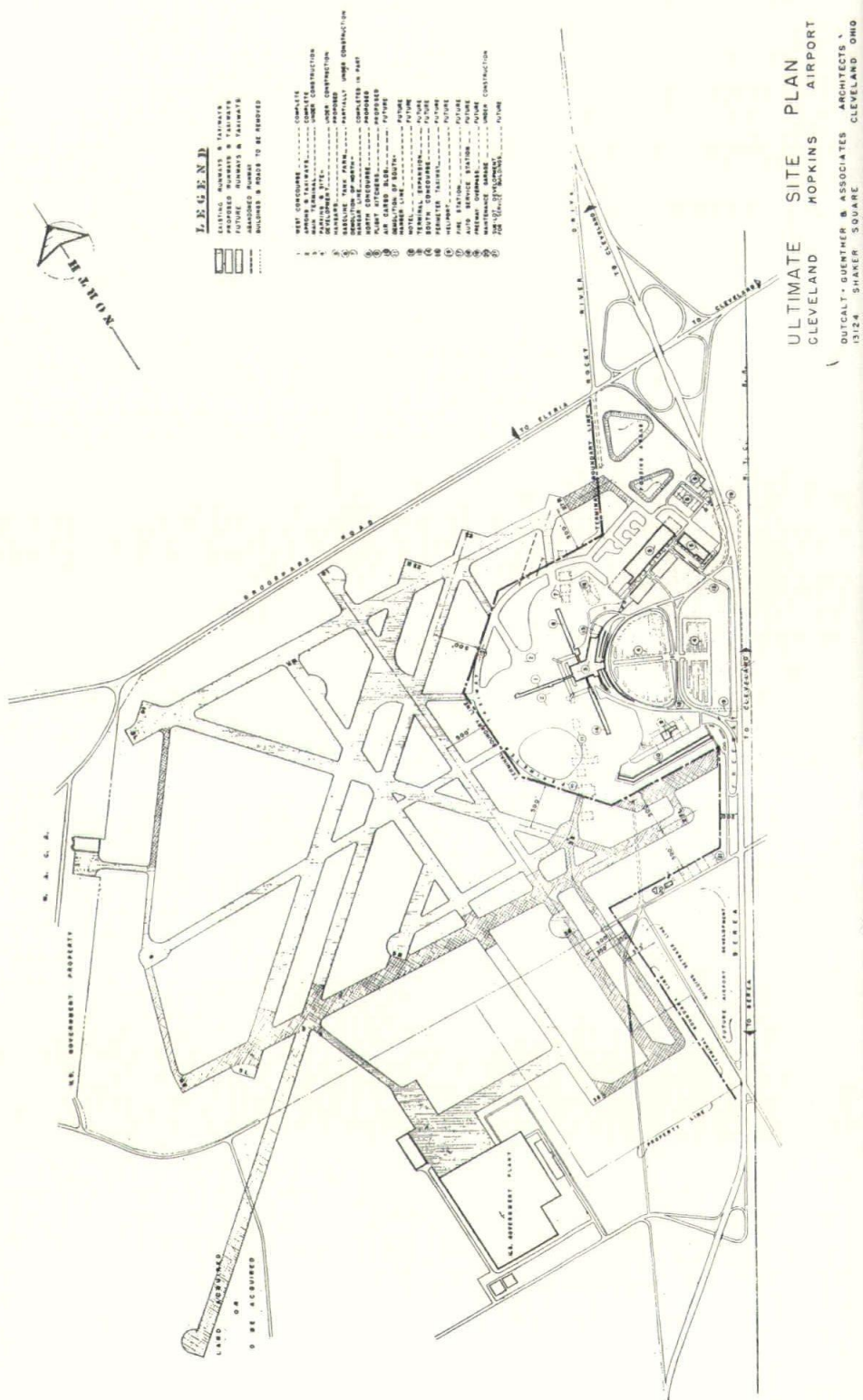


the symbolic theme and are constructed of aluminum with brilliant colors introduced by baked porcelain enamel. The separate figures were mounted free of a backlighted corrugated glass wall by stainless steel rods and are highlighted by an additional light source in front of the mural.

Working with Architects Outcalt, Guenther and Associates as Consulting Engineers on the Cleveland Hopkins project were the following firms: Structural, Barber, Magee & Hoffman; Mechanical, John Paul Jones, Cary & Millar; and Electrical, Paul Mehnert and Charles Reid.

The architects attempted to inject into the project a sense of human values and an interesting use of color and materials. An air terminal cannot be complimented by large planting materials; therefore, the only relief afforded to what could well be a stark building set in an enormous area of paving is the introduction of color through judicious selection of building materials. Self-cleaning ceramic glazed brick in shades of red, blue, gray-green and yellow were used as accents both on the exterior and the interior. Panel walls of porcelain enamel in soft shades of gray-green provide a harmony throughout the structure. Colorful furniture and drapery materials were used in the public areas.

A mural was installed above the main public entrance as a part of the contract work. It was designed by Cleveland sculptor Victor Schreckengost and executed by the Rose Iron Works of Cleveland. The mural is a contemporary abstract concept of forms which represent time and space and will remain dateless in the manner of its presentation. The twelve signs of the zodiac with their representative constellations and the three planets sun, earth and moon were used as





Colorful and modern—impressive without being ostentatious—a warm and welcoming background for meditation or worship . . . all this and more is provided by the use of exposed clay brick for church interiors.

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St. Stevens Episcopal Church, Columbus, Ohio
Architects: Brooks & Coddington
Photo by Jack Sterling

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The American Institute of Architects says the usual architectural fee for new structures depends on the size and type of the building and usually ranges from 6 to 12 percent of the total construction cost.

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For example, when building any new structure, the architect will help you choose a desirable location . . . advise you on realty values . . . help you avoid mistakes that might affect the resale price.

He will also advise you on financing — and his counsel may help you get a mortgage loan at a better rate.

He will specify the exact materials to be used, invite various contractors to bid on them, and then make sure you get your money's worth. Savings on competitive bids alone—based on the architect's exact drawings and specifications—usually exceed his entire fee.

The architect will supervise the construction from beginning to end to assure that all drawings and specifications are faithfully carried out within the terms of your agreement with the contractors. You get what you buy!

The architect's knowledge of materials, plumbing, heating and air conditioning, lighting, and insulation will

assure the lowest possible maintenance and operating costs.

Consultation, study, drafting, writing specifications, supervising building, complying with building codes and lien laws, watching expenses . . . when you consider all the services he performs for his fee, it's easy to see why engaging an architect is often a case of "spending to save."

The architect's fee will vary, of course, depending on the locality and the amount of service you require. But one thing will remain the same everywhere: the fee will be the only payment the architect will realize for his work—his code of ethics does not permit him to accept discounts or commissions from contractors or suppliers.

When you are ready to build, talk over your budget frankly with an architect. He'll welcome the opportunity of helping you get more for your building dollars and will be happy to show you samples of his work. And he will state exactly the services he will charge you for and the terms of payment.

If you don't know any architect to call on, you'll find membership in the American Institute of Architects is a good guide. It's the national association of architects, organized to maintain the highest ethical and professional standards — and there's a local chapter close to you. Insist on an AIA architect!

• Prepared by Public Relations Committee of the Eastern Ohio Chapter, AIA, and Norman Malone Associates, Inc., public relations counsel.

COLUMBUS CHAPTER CSI PROPOSED

It is contemplated that a chapter of the Construction Specifications Institute be formed in the Columbus and Central Ohio area. For those not familiar with the Construction Specifications Institute, its purpose is to promote interest in any phase of the writing, preparing, compiling and utilizing specifications in the construction and allied industries; to promote improved specification practices; to gather, compile and analyze statistics and information relating to or useful in the conduct of such activities; to engage in research and study of any and all problems and aspects of specification writing; and to establish and maintain the Institute as a clearing house of unbiased technical information on specifications for the fabrication and installation of construction materials and equipment.

It seems that the above purpose is a professional necessity to all architects, engineers, contractors and materials dealers. Since the local American Institute of Architects Chapter and the General Contractors Association have already recognized this need, there has been a great deal of stimulus given to the project.

An organization meeting for the Columbus Chapter Construction Specifications Institute will be held in September. Further information is available at the office of Richard Tully, Architect, 582 Oak Street, Columbus, Ohio and the office of David A. Pierce, Architect, 4501 North High Street, Columbus, Ohio.

THERMO-SASH APPLICATIONS DETAILED IN NEW BOOKLET

Kesko Products, Inc. of Bristol, Indiana, a division of the Aluminum Products Company of Houston, Texas, has released a booklet entitled *Custom Fenestration in Aluminum and Bronze* showing typical applications of *Thermo-Sash*, the trade-mark name for the Kesko window designed and built for custom fenestration. Detailed specifications for the Series 500 *Thermo-Sash* are included. For further information write to Mr. Donald M. Alexander, General Manager, Kesko Products, Inc., Bristol, Indiana.

AUGUST, 1957

WAGNER RETIRES FROM DAVIS PLYWOOD

E. F. Davis, President of The Davis Plywood Corporation announces the retirement of John F. Wagner, their Toledo, Ohio branch manager for the past 20 years.

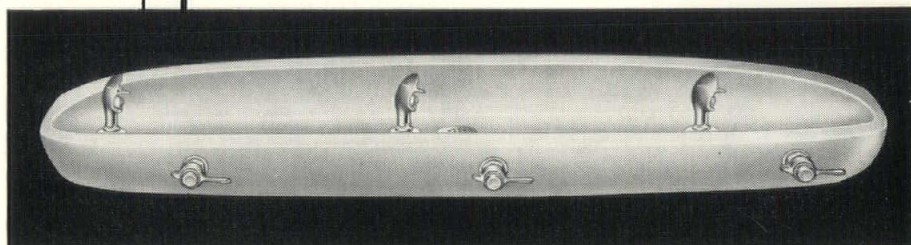
Before the opening of the Davis Toledo branch in 1937, Mr. Wagner was associated with the Kelsey-Freeman Lumber Company for many years. Although he has done an excellent job for his company, John has decided to

"ease up a bit" by pursuing his hobby of photography during occasional trips throughout the country. However, he will not be lost completely to his company as he will retain his Vice Presidency, being available for special assignments when needed.

L. M. "Les" Davis has been named to succeed Mr. Wagner. He is also a 20 year man with Davis, having successfully filled the positions of salesman, architectural and special service representative during this period.



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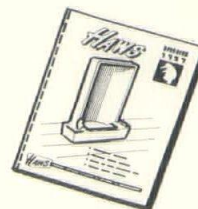


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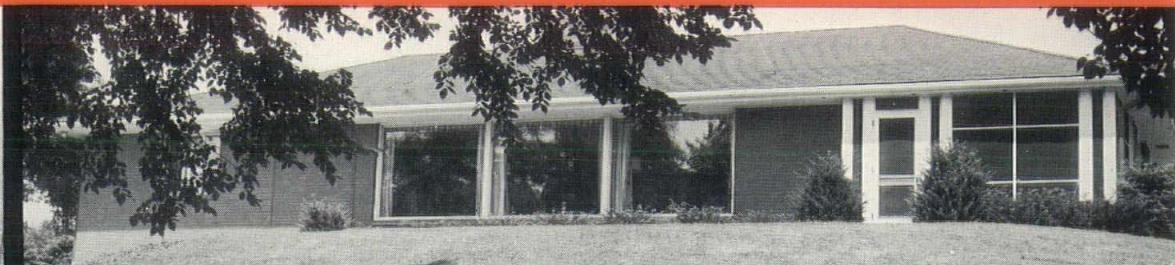
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Richard V. Beatty, East Liverpool, Ohio

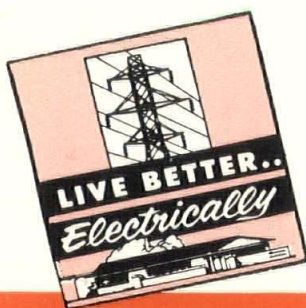
Generally speaking, brothers frequently disagree on many, many subjects from politics to pensions. But here are twin brothers in complete agreement on the efficiency and economy of the electric HEAT PUMP in their own homes. It all began when Architect Bob Beatty specified an electric HEAT PUMP for his brother's new home and then decided he'd like to have one too.

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Brick School Classroom Withstands Atomic Blast

A full size reinforced brick school structure successfully withstood the effect of an atomic blast during the 1957 "Plumbbob" nuclear test series, the Federal Civil Defense Administration announced at a July 10 news conference. The structure, which was designed by the Structural Clay Products Research Foundation, Geneva, Illinois, research arm of the nation's brick and structural tile industry, was one of five structures under test to evaluate new reinforced brick and tile wall designs.

In the same test, two roof structures of reinforced clay tile beams were also not visibly damaged. In addition, six walls of brick and tile in two other structures were successful in developing wall arching resistance to blast pressure, the Federal Civil Defense Administration announced.

Following is the full text of the Federal Civil Defense Administration news release of July 10 announcing the test results:

"The Structural Clay Products Research Foundation had five structures under test to evaluate new reinforced brick and tile wall designs and to study wall arching resistance to atomic blast pressures.

"A full size brick structure, 32 feet by 28 feet, which could serve as a school classroom survived atomic blast forces with no apparent damage inside or out. No cracks were noted in the walls, roof, or at any joints. Large enough for a typical class of 30 pupils, the building could have provided a high degree of blast protection.

"The structure had 10 inch thick reinforced brick walls, a reinforced concrete flat roof and was windowless. The lack of windows is an important part of protecting building occupants from missiles flying through or from window openings.

"There were no cross walls within the structure. The 32 foot wall length was oriented toward ground zero and was designed and located for a predicted load of about 1500 pounds per square foot. The other three walls and roof were designed for testing at pressures of about 750 pounds per square foot. Deflection gages revealed that the front wall deflected inward about $\frac{1}{4}$ inch, and the center of the roof $\frac{1}{2}$ inch. However, all deflections were elastic and there appeared to be no permanent deflections.

"Of interest also is the fact that this type of reinforced brick structure is designed to resist the destructive forces of powerful tornadoes or earthquakes.

"Two roof structures of reinforced clay tile beams were not visibly damaged.

"Two wall test structures for three brick and tile walls each were successful in developing wall arching resistance to blast pressure. In each structure the two highest strength walls successfully withstood the blast. The lowest strength wall in each structure, designed to just fail at the design over-pressure, cracked as predicted and as desired to aid in the establishment of economical and sound safety factors for future engineering design purposes.

AUGUST, 1957

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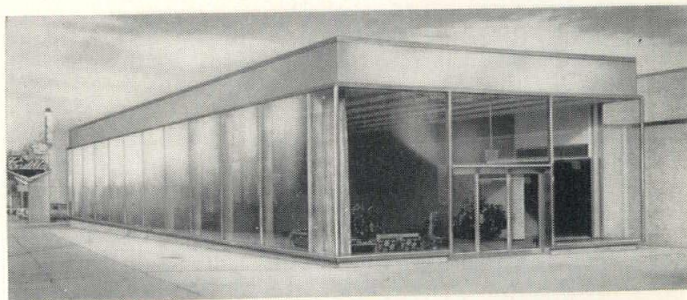
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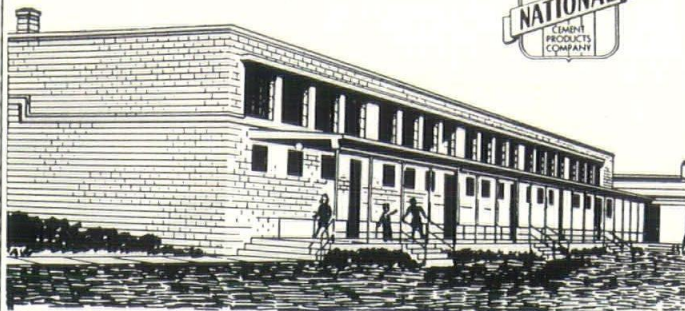


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60 Pass State Exams To Practice Architecture

The State Board of Examiners of Architects has announced that the following men, having passed the State Examinations for Certificate of Qualification, are now registered to practice the profession of architecture in the State of Ohio.

Adams, David K., 1379 N. High St., Columbus 1, Ohio; Allis, John M. II, 1433 Beal Ave., Wooster, Ohio; Andow, Roy H., 30615 Willowick Dr., Willowick, Ohio; Aras, Bruno, 2843 E. Derbyshire, Cleveland Heights 18, Ohio.

Baker, Lawrence J., Mulberry Rd., R. D. #2, Char-don, Ohio; Biddle, Ronald E., 1450 Broadview Ave., Col-umbus 12, Ohio; Burkett, Neal F., 1642 Elmwood Ave., Lakewood 7, Ohio.

Calvin, David P., 2845 Archwood Pl., Cuyahoga Falls, Ohio; Chapman, John G., 1863 Cadwell St., Cleve-land Heights 18, Ohio; Cothorn, John M., 1368 W. Sixth Ave., Columbus 12, Ohio; Cracium, Trajen, 198 Lake St., Akron 1, Ohio; Croce, Chester F. Jr., 1126-A E. 23rd Ave., Columbus 11, Ohio.

Derr, Richard H., 2622 Owaissa Rd., Cuyahoga Falls, Ohio.

Ehlert, Dan C., 2546 Kenilworth Rd., Cleveland Heights, 6, Ohio; Erich, Floyd O., 2785 Losantiville, Cin-cinnati 13, Ohio.

Frasher, Elmer L., R. D. #1, Box 516, Portsmouth, Ohio; Frost, Stephen N., 110 W. 64th St., Cincinnati 16, Ohio.

Gibboney, John P., 778 N. Cassady Ave., Columbus 19, Ohio; Giffin, Eugene B., 1291 Anderson Rd., Cuyahoga Falls, Ohio; Granzow, Ted, 141 Virginia Ave., Dayton, Ohio; Guss, Robert D. Jr., 1445 W. 6th Ave., Columbus 12, Ohio; Guthrie, George P., 1839 Ridgecliff Rd., Colum-bus 21, Ohio.

Hamilton, Robert S., 1599 Delba St., Akron 20, Ohio; Hardy, Theodore C., 801 Millikin St., Hamilton, Ohio.

Jencen, Richard R., 19230 Newton Ave., Cleveland 19, Ohio.

Katz, Harry G., 3365 Berkeley Rd., Cleveland 18, Ohio; Kekst, Keeva J., 1675 Coventry Rd., Cleveland Heights 18, Ohio; Kirkwood, David M., 6760 Farmers-ville Rd., Dayton 7, Ohio; Koenigstein, Daniel J. Jr., 1293 Aldrich Ave., Cincinnati 31, Ohio; Kreidler, Robert W., R. D. #1, Box 371, Warren, Ohio.

Lahm, Albert H., 3147 Kay Ave., Lorain, Ohio; Lautenbach, Walter H., 2932 McGuffey Rd., Columbus 24, Ohio.

Majdiak, Theodore R., 1713 Oakmount Rd., Cleveland 21, Ohio; Martin, George M. Jr., 4334 Oakwood, Cin-cinnati 36, Ohio; Martin, Harry W., 814 Northwest Blvd., Columbus 12, Ohio; Morris, William B., 4577 Emerson Rd., Cleveland 21, Ohio.

Purcell, Lon H., 605 Sharon Rd., Glendale, Ohio.

Raphael, Alan H., 17864 Lake Shore Blvd., Cleveland 19, Ohio; Ratcliffe, M. J. W., 7350 Indian Hill Rd., Cin-

(Continued on Page 17)

OHIO ARCHITECT



The cover of this issue of *Ohio Architect* shows designer and sculptor Viktor Schreckengost's conception of the Sun, our source of energy and warmth, in the mural over the main entrance of the Air Terminal Building of the Cleveland Hopkins Airport.

The complete mural depicts the Zodiac. This "girdle of the Sky", with its brilliant constellations serve as signposts for the navigator as he plots his way through the night sky. These 12 signs of the Zodiac join the Sun, the Moon, and the Earth in relation to the North Star, suggesting the vast space in which we fly.

The sculptor's design was executed in aluminum and other metals by the Rose Iron Works, Inc. Consultation

and collaboration was provided by Anthony Gattozzi, Architect of the City of Cleveland, and the Fine Arts Commission of Cleveland; William M. Milliken, chairman.

The Architects for the Air Terminal, Outcalt, Guenther and Associates, created a dramatic setting for the fifty feet long and five feet high mural.



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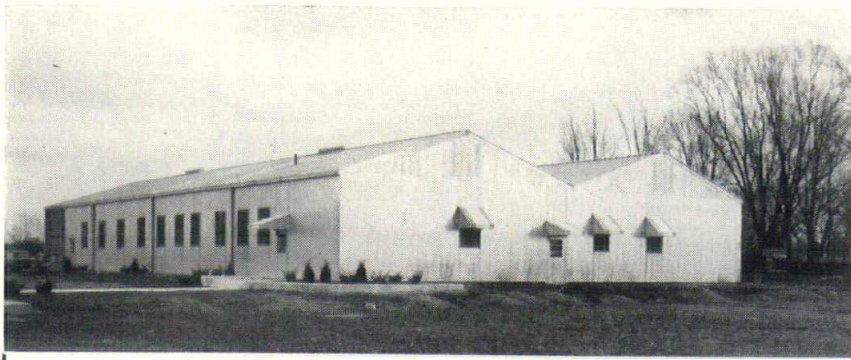
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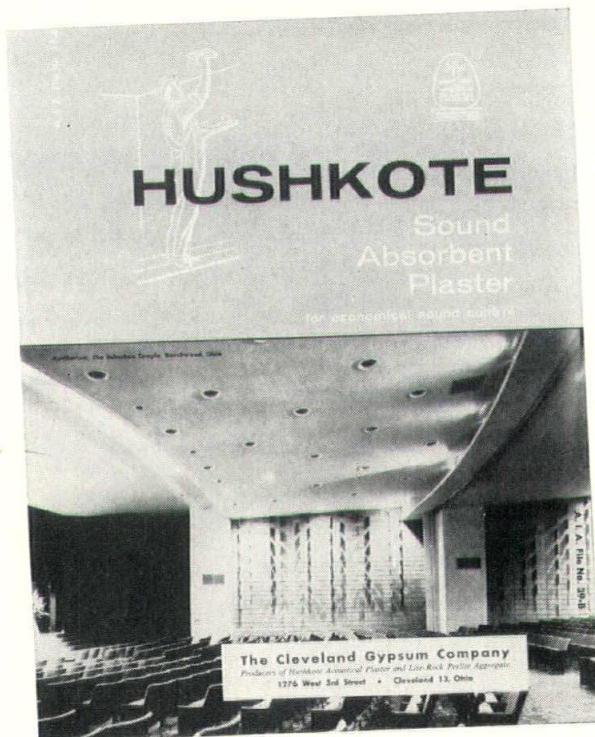
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Cleveland Chapter News



Members, wives and friends of Cleveland Chapter, AIA, enjoy picnic at Wiegand's Lake.

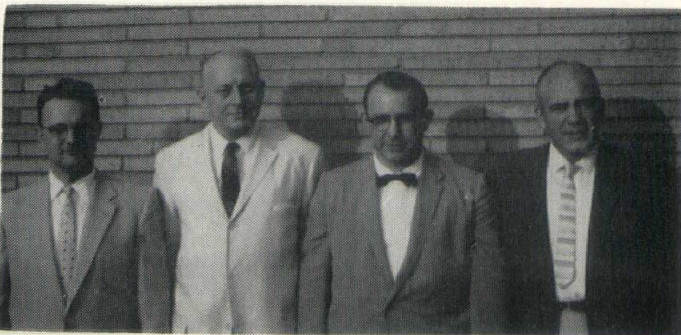
The Cleveland Chapter held its annual picnic at Wiegand's Lake on July 5th. Approximately twenty-five members attended bringing with them their wives and friends.

Baseball and swimming were enjoyed in the afternoon. The winning baseball team was captained by Bill Collins. Only the most hearty swimmers indulged in that sport.

A catered buffet supper was served in the evening. It was followed by a horse shoe tournament with Joe Ceruti and Howie Cain taking championship honors.

John Bonebrake again is to be congratulated for coordinating all arrangements for the picnic which was a very successful one.

Eastern Ohio Chapter, AIA Elects Officers




New officers of the Eastern Ohio Chapter, AIA, are left to right, Ralph G. Dix, Jr., Secretary; Donald L. Bostwick, Vice-President; Joseph Tuchman, President; and Joseph F. Morbito, Treasurer.

The following members of the Eastern Ohio Chapter of the American Institute of Architects were elected to the Chapter's Executive Committee on June 20: President, Joseph Tuchman, Akron; Vice-President, Donald Lloyd Bostwick, Niles; Secretary, Ralph G. Dix, Jr., Canton; and Treasurer, Joseph F. Morbito, Kent.

Directors for the year 1957-58 are P. Arthur D'Orazio, Youngstown; James F. Knapp, New Philadelphia; Donald G. Schade, Warren; and Burt V. Stevens, Akron.

AUGUST, 1957

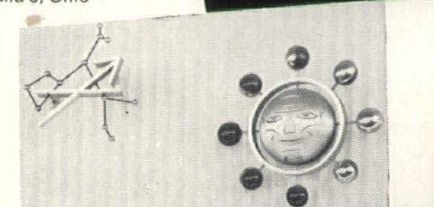


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NEW ARCHITECTS—Continued from page 14

cinnati 27, Ohio; Reeves, William B., 6807 Wooster Pike, Cincinnati 27, Ohio; Ross, Charles C., Jr., 2865 Fulmer Dr., Cuyahoga Falls, Ohio; Rost, Donald W., 4009 Rowan Hills Dr., Cincinnati 27, Ohio; Rush, William A., 1850 Windsor St., Cuyahoga Falls, Ohio.

Schafer, Charles W., 217 Berkshire Dr., Youngstown, 12, Ohio; Schioler, Ole T., 2901 San Rae Drive, Dayton 9, Ohio; Schwartz, Monroe, 18117 Weston Rd., Cleveland 21, Ohio; Simon, David N., 340 Indianola Rd., Youngstown 12, Ohio; Swick, Edward H., 4073 E. 66th St., Cleveland 5, Ohio.

Tiano, Herman, 722 Gholson Ave., Cincinnati 29, Ohio; Titsch, David A., 1620 Harold Dr., Dayton 6, Ohio; Toth, William A., 8102 Richard Rd., Cleveland 29, Ohio.

Vargo, John L., 3846 Mayfield Rd., Cleveland Heights 21, Ohio; Vodanoff, Nick C., 12022 Angelus Ave., Cleveland 5, Ohio.

Walters, Jack D., 2005 Ridgecliff Rd., Columbus 21, Ohio; Wasserstrom, Philip, 2331 Saybrook Rd., Cleveland 18, Ohio; Wettling, Edgar R., 2870 Blue Rock Rd., Cincinnati 24, Ohio; Williams, Robert L., 3323 Observatory Ave., Cincinnati 8, Ohio; Wilson, Joseph Q., 1886 Lancaster St., Cuyahoga Falls, Ohio; Woelfel, Bruce E., 463 King Ave., Columbus 1, Ohio; Wykoff, David F., 645 Patterson Ave., Akron 10, Ohio.

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ARCHITECT-ENGINEER JOINT COMMITTEE SOLVES MANY PROBLEMS

The Architect-Engineer Joint Com-
mittee was organized in 1952 under the
auspices and by the authority of the
Architects Society of Ohio and the
Ohio Society of Professional Engineers.

During the five years of its existence
much has been accomplished through
committee cooperative effort and work.

The primary objectives of this com-
mittee are to foster mutual good will
and confidence among members of the
professions of architecture and engine-
ering; to cooperate in activities which
will enhance the position of the two
professions in the public mind; to co-
operate in activities which will stimu-
late and protect the two professions in
the proper performance of their duties;
to support each other in activities
which may benefit one or both; and,
to reduce annoying friction in the bor-
der of over-lapping activities.

The roster of members for the year
1957 is as follows; Architects—Charles
J. Marr, Vice-Chairman, New Phila-
delphia; Charles Barber, Toledo; Her-
mon Brodrick, Dayton; George M.
Martin, Cincinnati; George S. Voino-
vich, Cleveland; and H. James Hol-
royd, Columbus. Engineers—Paul A.
Harlemert, Chairman, Cleveland;
Harold Mace, Cincinnati; Bruce Wea-
ver, Warren; Ben Bare, Columbus;
Alfred H. Samborn, Toledo; and Ste-
phen W. Kuhner, Marion.

Clifford E. Sapp, Executive Secre-
tary, Architects Society of Ohio, serves
as Secretary of the committee. Lloyd
A. Chacey, Executive Secretary, Ohio
Society of Professional Engineers, is As-
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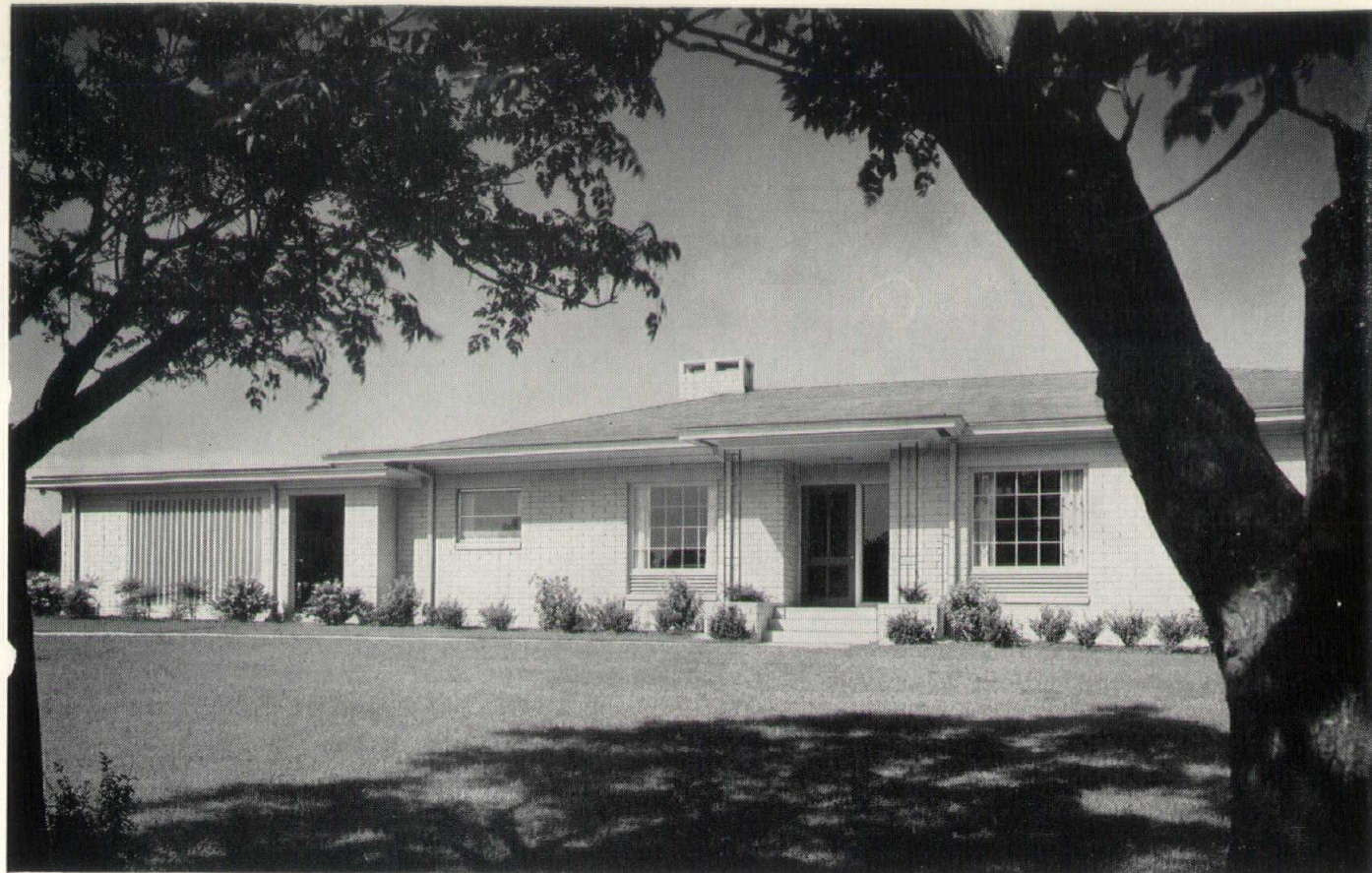
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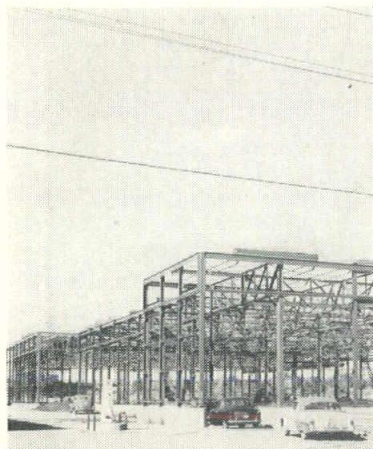
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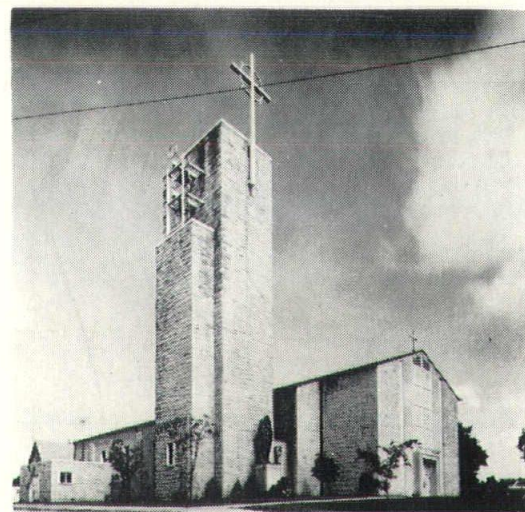
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