**PROPOSAL**

Demolish a ca. 1911-12 contributing bungalow and construct a new high-rise tower in its place.

**PROJECT SPECIFICATIONS**

1) Demolish existing contributing building.
2) Construct new 53-floor, 606’ tower, occupying two adjacent lots at 90 (now Container Bar) and 92 Rainey Street. The tower includes:
   a) Below-ground garage
   b) Commercial space (first and second floors plus third-floor bar area):
      i. Materials throughout include a transparent glass curtainwall system with metal mullions; simplified pilasters of textured stone at bay divisions; recessed mural panels with overhead lighting, and textured concrete cladding. Flat metal awnings above each tenant entrance at 1 and 1.5 stories are topped with lit signage.
      ii. At the east elevation, vertically-articulated panel systems of varying widths define tenant spaces. A metal shipping container with viewport projects from recessed bar space at the second floor, hovering above the streetscape. An angled precast concrete panel projects through both recessed bar spaces.
   c) Hotel and residential spaces:
      i. The tower is clad in a reflective glass curtainwall system throughout, with precast concrete accent panels on secondary facades.
      ii. Levels 8-52 are set back from the lower section of the tower (at roughly 177’).
      iii. After level 24, which separates the hotel units from residences and short-term rental units, glass balconies project from the north and south elevations.
   d) Roof deck

**RESEARCH**

The house at 92 Rainey Street was built around 1911. Its first owner was farrier Alonzo B. Cook, who ran a shop on Congress Avenue. From 1914 to 1920, the house had several short-term occupants, including a painter, a grocer, and a night watchman. By 1920, it had been purchased by Emil and Edith Bohls. Emil Bohls owned a restaurant in 1920, but he soon opened an auto paint shop on 5th Street. By 1937, as Austin’s automobile culture continued to grow, Bohls had expanded his repertoire to include a tourist camp and filling station on South Congress Avenue.

By 1939, the Bohls family sold the home to Charles B. and Pearl Eustace. The Eustace family had lived across the street at 95 Rainey since 1922. Charles had recently retired from the Southwestern Bell Telephone Company after a 39-year tenure. As one of the earliest telephone employees in Austin, he was an active member of the Telephone Pioneers Association.

Charles and Pearl Eustace had one son, Major Hal Leighton Eustace. Eustace served in the U.S. Air Force. Prior to joining the Air Force in 1942 at age 35, Major Eustace had worked as the managing editor of the Brownsville Herald, and frequently contributed his stories and expert opinions on military life and the aviation industry to news publications, magazines, and books. He offered background knowledge and support to aviation writers until well after his retirement from the Air Force. Upon retirement, Major Eustace returned to his childhood home, where he lived until his death in 1975.
STANDARDS FOR REVIEW

The Secretary of the Interior’s Standards for Rehabilitation are used to evaluate new construction projects in National Register historic districts. Applicable standards include:

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment. The existing contributing building will be demolished to accommodate the new high-rise tower. The proposed new building is differentiated from the remainder of the historic buildings in the district in form, height, materials, size, use, and scale. The proposed building’s massing, size, and scale are not compatible with the historic structures in the district. The projecting shipping container further highlights the building’s scale. Its sculptural use of materials such as stone and precast concrete are at odds with the materials and styles of Rainey Street during the historic period. The proposed new building is not compatible with the remaining historic buildings in the district in terms of materials used in its street presence.

Note: All proposed signage will be required to undergo the historic review process.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired. If the proposed new construction is removed in future, the remainder of the district would be unimpaired.

STAFF COMMENTS

The building contributes to the Rainey Street National Register Historic District. In 2010, historic material was removed from secondary elevations, which were then entirely rebuilt (see backup). The main façade was restored, but modifications were required to accommodate its use as a bar.

Designation Criteria—Historic Landmark
1) The building is more than 50 years old.
2) The building’s façade remains intact, but its secondary elevations have been rebuilt and altered to accommodate its current use as a bar.
3) Properties must meet two historic designation criteria for landmark designation (LDC §25-2-352). The property may demonstrate significance according to City Code:
   a) Architecture. The building is constructed in the Craftsman style.
   b) Historical association. There do not appear to be significant historical associations; however, the Commission may consider the contributions of the Eustace family.
   c) Archaeology. The house was not evaluated for its potential to yield significant data concerning the human history or prehistory of the region.
   d) Community value. The house does not possess a unique location, physical characteristic, or significant feature that contributes to the character, image, or cultural identity of the city, the neighborhood, or a particular demographic group.
   e) Landscape feature. The property is not a significant natural or designed landscape with artistic, aesthetic, cultural, or historical value to the city.

COMMITTEE RECOMMENDATION

The building’s scale precludes the possibility of compatibility through design choices.

STAFF RECOMMENDATION

Should the Commission choose to release the permit for demolition, staff recommends encouraging relocation; then completion of a City of Austin Documentation Package, consisting of photographs of all elevations, a dimensioned sketch plan, and a narrative history, for archiving at the Austin History Center.

Comment on and release plans.
**PROPERTY INFORMATION**


**Occupancy History**

City Directory Research, Austin History Center, February 2020

<table>
<thead>
<tr>
<th>Year</th>
<th>Name</th>
<th>Occupation/Relationship</th>
</tr>
</thead>
<tbody>
<tr>
<td>1992</td>
<td>Matthew LaBarbera, renter</td>
<td>Manager, Fire Island Glass Studio</td>
</tr>
<tr>
<td>1985-86</td>
<td>Bruce M. Glick, renter</td>
<td>Stagehand, International Alliance of Theatrical Stage Employees, Local 205</td>
</tr>
<tr>
<td>1981</td>
<td>Tom and Martha Rivera, renters</td>
<td></td>
</tr>
<tr>
<td>1977</td>
<td>No return</td>
<td></td>
</tr>
<tr>
<td>1973</td>
<td>Hal L. Eustace, owner</td>
<td>Retired</td>
</tr>
<tr>
<td>1968</td>
<td>Mrs. Pearl M. Eustace, owner</td>
<td></td>
</tr>
<tr>
<td>1965</td>
<td>Mrs. Pearl M. Eustace, owner (wid. Charles B.)</td>
<td>Hal L. Eustace, renter Retired</td>
</tr>
<tr>
<td>1962</td>
<td>Mrs. Pearl M. Eustace, owner (wid. Charles B.)</td>
<td>Hal L. Eustace, renter USAF</td>
</tr>
<tr>
<td>1959</td>
<td>Mrs. Pearl Eustace, owner</td>
<td></td>
</tr>
<tr>
<td>1955</td>
<td>Charles B. and Pearl Eustace, owners</td>
<td></td>
</tr>
<tr>
<td>1952</td>
<td>Charles B. and Pearl Eustace, owners</td>
<td></td>
</tr>
<tr>
<td>1949</td>
<td>Charles B. and Pearl Eustace, owners</td>
<td></td>
</tr>
<tr>
<td>1947</td>
<td>Charles B. and Pearl Eustace, owners</td>
<td>Barbara Muldrow, renter (wid. Joseph)</td>
</tr>
<tr>
<td>1944-45</td>
<td>Benjamin F. and Stellie M. Richers, renters</td>
<td></td>
</tr>
</tbody>
</table>
Carpenter
1941 Charles B. and Pearl Eustace, owners
1939 Charles B. and Pearl Eustace, owners
1937 Emil M. and Edith Bohls, owners
Proprietor, filling station and tourist camp, 2109 S. Congress Ave.
1935 Emil M. and Edith Bohls, owners
1932-33 Emil M. and Edith Bohls, owners
1929 Emil M. and Edith Bohls, owners
Auto painter, 205 W. 5th St.
1927 Emil M. and Edith Bohls, owners
Auto painter, 205 W. 5th St
Gus Carlstrom, renter
Printer
1924 Emil M. and Edith Bohls, owners
Proprietor, Auto Paint Shop, 205 W. 5th St
1922 Emil M. and Edith Bohls, renters
*Note: The Eustace family occupied 95 Rainey Street from at least 1922-1932.*
1920 Emil M. and Edith Bohls, owners
Proprietor, restaurant, 110 Congress Ave.
Andrew Meredith, renter
Fireman
1918 Charles and Jennie Work, renters
Watchman, E.M. Scarbrough and Sons
*Note: The rest of the large Work family owned and occupied 91 Rainey at this time.*
1916 William and Delia Gerard, owners
Painter
Miss Myrtle Frierson, renter
Angel DelAmo, renter
Grocer, 114 Congress Ave.
1914 William R. Davie, owner
1912 Alonzo B. Cook, owner
Horseshoer, 608 Colorado Street
1910 Address not listed
Biographical Information


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SUN, RAIN OR SNOW

The Weather Cannot Hurt
The New DUCO Finish

Ducol Finish is different from
any other finish ever put on a
motor car. And it stands what
no finish has ever stood before.
With Ducol Finish on your
car, you can leave it out in all
kinds of weather. Rain, mud,
snow, ice, won't hurt it a bit.
Let the hot sun shine on it all
day, or run the engine scalding
hot. Ducol will remain attractive.
After weeks of hard driving,
you can rub ordinary mud
spots off Ducol with a dry cloth,
if you like; for only sharp sub-
blems will scratch the finish. The
lustre gets higher and finer
with age.

Every car owner who has
seen Ducol wants it. Come to
our shop and see cars finished
with it. Watch us make tests
to prove its durability. Talk
to owners who have tested
every claim we make. Let us
finish your car with Ducol in
eight to one-half the usual
time required. It will always
lock new as long as you own it.

E. M. Bohls
AUTO PAINT
SHOP
205 WEST 1st. ST.
PHONE 1705

Telephone Pioneers
Dined In Austin

PIONEER telephone people were
dined Thursday at the Stephen
P. Austin Club by John Ezelle, district
manager of the Southwestern Bell
Telephone company.
Those at the party were Miss
Lottie Franklin, Miss Minnie
Brown, Mrs. T. Delmear, W. D.
Milton, Charles Eustus, Clarence
Hearne, Adolph Gruber, Capt. J.
F. Henderson and Mr. Ezelle.
Mrs. Delmear, now an honor-
ary employee of the company, was
one of the first telephone opera-
tors in Austin, serving the first
exchange to be established here
40 years ago, when there were
only 200 subscribers.
Capt. Henderson was the prin-
cipal speaker.

The Austin American: Feb 22, 1925
The Austin Statesman: Jun 2, 1925 and Jan 21, 1926
Texas Cold?
Cheer Up
At This

By JACK RUTLEDGE
Associated Press Staff

So you think it's cold? Well, Hal Eustace of Austin and Brownsville is back home in Texas wiping perspiration from his forehead. He thinks it's warm.

Eustace, a native of Austin and later managing editor of The Brownsville Herald, has been in the US Army five years. The last two have been in Alaska. He was the southernmost citizen in this northernmost outpost.

He drove home this week from Alaska over the Alcan highway with two other Texans. They left during the record cold wave that tumbled temperatures to 83 degrees below zero at a place called Snag in the Yukon territory.

Hal said apologetically he was 90 miles away from Snag at the time. It was only 69.9 below zero where he was, at Northway.

The two other Texans who drove back with him were Tex Murrah of Camden and Byron B. Boon ("I dropped the e during the depression to save money on ink") of Linden.

He says this about the terrific cold: You don't feel it unless there is a wind blowing. He had expected a lot of moisture and dampness, but said snow is dry as a bone when it gets very cold. There is not only no moisture in the snow, but none in the air. Your scalp itches and your nose runs dry.

There is so much electricity in the air that you can shuffle your feet, point at a wall with your finger, and throw a spark a foot long. Dogs won't let you pet them during cold weather, because of the electric shock.

90 miles away from Snag at the Alcan you'd be fried by a fire if a fire breaks out. If a fire breaks out, you're gone.

No water to put it out. Just before he left, his unit lost a $200,000 building and its materials.

You have about three hours of daylight. To keep warm you hang around the kitchen fire. You eat sweets and greasy foods, because your body craves them. You really don't mind the cold so much because you dress for it.

About Alaska: No one has trouble getting work, at good wages. It's so democratic up there a waitress is as good as the colonel's lady. Prices are high—40 cents for a peanut butter sandwich.

The Alcan Highway is very dangerous, but a heavy tourist flow is expected this summer. The best time of year to drive it is winter. In spring the thaw makes it bad; in summer there are mosquitoes over an inch long that literally eat you up.

A major headache at his air base was a herd of 500 buffalo that had to be shooed off runways when planes landed.

The drive home was a long, dangerous, hard trip, but Hal said he knew he was back in Texas when he stopped at a service station in El Paso and the attendant, after filling the tank with gas, said:

"Mister, you want me to check them tahr's?"

The Austin Statesman: Feb 12, 1947
The purpose of the following is to report animosity toward the Army growing out of the rash of "flying saucer" reports emanating from the Pacific Northwest, and is not to be taken as lending credence to these silly-season episodes.

Interviews with persons claiming to have seen "flying discs" and with reporters handling the stories reveal an antagonistic attitude toward the Army. They were skeptical of the Army's denials of knowledge concerning "discs," and were resentful when their queries brought facetious answers.

The attitude of Mr. Kenneth Arnold of Boise, Idaho, the first person to report sighting the "discs," was typical. He asserted: "Well, if the Army doesn't know what they (the discs) are, it sure ought to be trying to find out!"

Mr. Arnold, about 32, is a veteran light plane pilot. He was dragging the area near Mt. Ranier for a missing aircraft when he sighted the "discs" silhouetted against the mountain. He watched and timed them until he thought they were over another check-point and from this estimated their speed at 1200 mph. An examination of his method of computing the speed revealed his premise to be sound, but he had no method of being certain that the objects were actually over his second check-point. They could have been on a line between him and the check-point, rather than over it. When reminded that the human eye would have considerable difficulty in following an object at 1200 mph, Mr. Arnold responded: "But those things were big -- as big as C-54s." His attitude is summed up in his statement:
"I don't believe it, but I saw it." He is so positive that he really saw the "discs" he has purchased a motion picture hand camera and takes it with him on all flights. He is very much on the defensive about the whole matter, fearing that "People will think I'm nuts," and he hails with glee corroborating reports from other persons claiming to have seen "discs." He seems to be reasonably well balanced, although excitable, and has no apparent ulterior motive in the "disc" affair other than to prove that he is not "nuts."

The writer was present in the Seattle office of the International News Service when Capt. E.J. Smith and Co-pilot Ralph Stephens, United Airlines pilots who claimed to have seen "discs," compared notes with Mr. Arnold. They agreed generally on the shape of the "discs," and disagreed as to speed and the appearance of the top side of the "discs." Mr. Arnold said the ones he saw were all the same size, whereas the United pilots said they saw a large one and "three or four" smaller ones. They called the plane's hostess into the pilot compartment, they said, and asked her, without prompting, if she could see anything up front. She saw the "discs" also, they reported.

Capt. Smith and Co-pilot Stephens apparently had no ulterior motive, although it was noted that they responded with alacrity and hair-combing when it was suggested that a news photo be made of them and Mr. Arnold viewing a picture of a "disc" taken the previous night by a Seattle Coast Guardaman. Even so, Capt. Smith does not appear to be the type of man who would lend himself to chicanery, or could easily be misled.

The picture of a "disc" mentioned above was a dark 8x10 print of the sky (no clouds showing) and in the lower left hand corner was a small streak of light about a quarter of an inch long. This, so the caption read, was the "disc." A large, economy-sized white arrow pointed out the tiny white blur.

This was telephotoed to New York followed by an anxious teletyped query "How's pix?" "The arrow," New York laconically pecked back in disgust "was swell."

The man who took the picture was no babe-in-the-woods — he was trying to peddle it to all the picture agencies at a nice price.

The majority of the "disc" reports in this section undoubtedly originated from attention-seekers, crack-pots, victims of torpid livers and faulty elimination, and the rocking-chair fleet of Sunday-supplement scientists.

As stated in the first paragraph, the purpose of this report is not to lend credence to "flying discs" but is to report ill-will toward and suspicion of the Army growing out of the situation.

That this animosity is not a figment of the imagination is evidenced by VFW National Commander Louis E. Starr wiring Washington for an explanation of the "flying discs," and, getting none, ominously grumbled in public print: "Too little is being told to the people of this Country."

This squadron is critically short of cryptographers, having only three of an authorized fifteen.

During the past quarter, this squadron received intelligence files from Group 8-2 started its own registry system, saving time

cooperation with the McChord Field PRO was established for expediting AACS releases. In line with 102d AACS Squadron's policy of full cooperation with base commanders, Lt. Kustace is aiding the Base PRO in line with the wishes of Col. Julius A. Kolb, McChord Field commander.

On 1 July Lt. Kustace was given S-2 duties vice Lt. Vancura, who was attending radioactivity detection school at San Francisco. Lt. Vancura returned 21 August and was reassigned his old duty. He departed on a 26-day leave 2 September. Capt. Radhke was named S-2 16 September.


(Inasmuch as "flying discs" were covered in the S-2 section of the previous 102d Squadron quarterly history, this follow-up is presented here).

Two Hamilton Field pilots were killed in a crash at Kelso, Wash., as an aftermath of the rash of "flying disc" rumors in this section.

This fatal accident grew out of the efforts of two Tacoma residents to sell a "flying saucer" story to a pseudo-scientific magazine of the "Amazing" type. Newspapers were anonymously tipped that these persons had material from a "disc." The magazine asked Mr. Kenneth Arnold, Boise light-plane pilot who was the first to claim to have seen "saucers", to investigate these claims. Eventually, this information was supplied to A-2 at Hamilton Field, and the two pilots flew here to interview these persons. They supplied the "material" — from a slag pile — and the pilots left for Hamilton Field. They crashed and died near Kelso. Wild rumors circulated that the plane was "shot down carrying 'classified material' from a flying disc," This luridly played-up crash and the equally lurid Hughes investigation shoved aside AAF publicity on the eve of Air Force Day.
ASSOCIATE EDITOR Aubrey Cookman had no idea he was about to become a “Fogundsmogger” when we dispatched him to Germany last winter to fly the air lift into Berlin and tell its story. But he is one, and here’s how, as 1st Lt. Hal L. Eustace of the 1807th AACS Wing informed him in a letter from Germany:

“Sir:

The purpose of this epistle is to tell you flat to your secretary’s face that you are a Fogundsmogger. Wait, don’t swing yet—hear the rest of the story.

Enclosed herewith is your ticket as an honorary member of a creme-de-la-creme flying clan, the Vittles Fog & Smog Club. These token mementos are being awarded to Vittles pilots who are forced to make radar blind landings in sub-minimum weather, after runs through the Rheinish sky puree.

“Several hundred pilots have been awarded Fogundsmogger cards so far, and some of the boys have as many as four sub-minimum Ground - Controlled - Approach runs to their credit. GCA is getting a saturation test over here, and more than 25,000 GCA runs have been logged so far in Vittles. American units are snaking the air-lift planes in out of the fog at Celle, Fassberg, Tegel (Berlin), Tempelhof (Berlin), Rhein/Main and Wiesbaden. RAF units do the same at Gatow (Berlin) and Wunstorft.

Those GIs who are handling the GCAs are something extra-special. Most of them are former officer-pilots with a lot of flying time behind them. Often the GI on the ground in GCA has more flying time than the officer-pilot he is talking down.

“After the war, ex-officers were given the opportunity of enlisting in the grade of Master Sergeant. Quite a few pilots accepted the offer: Where could their flying ability best be used on the ground? GCA, of course. They are members of Airways & Air Communications Service, which is to the Air Force approximately what CAA is to civil aviation in the States. I thought you might like a Fogundsmogger as a souvenir of the second great air lift.

“Regards,

“Hal Eustace,

“1st Lt. USAF.”

Letter submitted by Hal L. Eustace to Popular Mechanics, June 1949
Austinite Helps in AF's Moon Shadow 'Survey'

LIBREVILLE, French Equatorial Africa, Feb. 25—Major Hal Eustace, of Mrs. and Mrs. C. B. Eustace of 92 Rainey Street, Austin, Texas, is here in connection with the US Air Force's bid for a "basement bargain" in accurate mapping by making the moon's shadow do the "surveying" across dense jungles and trackless deserts.

This is the first of the six eclipse stations which the Air Force has established along 2,000 miles of the Feb. 25 total eclipse's path across Africa and Saudi Arabia.

Using photo-electric cells to record the split second of total eclipse as the moon's shadow races across the earth's face at almost 2,000 miles an hour, it is hoped to record the distances between the six stations to within 200 feet of absolute accuracy. The time signals are being radioed to the six eclipse stations by the US Bureau of Standards, Washington, relayed via powerful Voice of America transmitters. The light and time measurements are recorded simultaneously, side-by-side on a single graph tape.

The small Air Force party along the line of the eclipse is being sponsored by the USAF Aeronomical Chart and Information Service, and its chief, Colonel Paul C. Schauer of Washington, D. C., heads the party. Chief scientific advisor is Father S. J. Heyden, S. J., director of the Georgetown Astronomical Observatory in Washington, D. C.

Maj. Eustace is normally stationed at the headquarters of US Air Forces in Europe in Wiesbaden, Germany. He was managing editor of the Brownsville Herald before entering the Air Force in 1942.

The Austin Statesman: Feb 25, 1952

Austin Man Sees Red As Red Tape Slows Payment

Maj. Eustace, patiently: "Let me have a carbon, please."

Clerk, righteously: "Carbon's are not allowed. You'll have to fill it out twice. I'll show you the regulation."

Maj. Eustace: "Never mind." Laboriously fills out the two forms, hands them in.

Clerk: "But this is for $148."

Maj. Eustace, wearily: "Is there a regulation against $148 money orders?"

Clerk: "No, but the most I can make a single money order for is $100, so you'll have to fill our forms for one $100 order and for any $48 money order, both in duplicate. Here, I'll show you the regulation."

Maj. Eustace, worried: "Never mind." Picks out the new forms, hands them in.

Clerk: "I just checked and find that you haven't filled out a locator card here." Hands four locator cards out the window.

Maj. Eustace: "Why four?"

Clerk: "Because by regulations we have to send copies to Heidelberg, Wiesbaden and Camp Guyne-

Maj. Eustace, more than a little tired by now, fills out four locator cards and asks: "How about the money orders?"

Clerk, suspiciously: "Have you changed more than $300 this month into dollar instruments?"

Maj. Eustace: "Yes."

Clerk, triumphantly: "Then I can't let you have these money orders without special permission of my lieutenant."

Maj. Eustace, icky: "If you'll notice, these money orders are for the collector of internal revenue. . . . they're income tax. . . . doesn't the government want the money?"

Clerk, standing his ground: "These are my instructions. I'll show you . . . . . ."

Maj. Eustace, defeated: "Never MIND. Give me one—no, make it four—of those forms for the lieutenant to sign."

Scene shifts to the lieutenant's door. Maj. Eustace tries it. It is locked. Hanging to the doorknob is a small sign:

"On leave until May 15."

The Austin Statesman: Apr 20, 1953

FONTAINEBLEAU, France (SC)
Drama at a military postal window here:

Major Hal Eustace of 92 Rainey Street, Austin, has just received a notice that he owes $148 more on his income tax, so he approaches the window slightly irritated.

"I'd like a money order form, please," he said.
disability retirements. This proposal however will meet with strong objection from the several veterans organizations.

Sincere congratulations to a retired Air Force Reserve officer of Austin, Texas, Hal Eustace, for his backing of the proposal first initiated here, to save the US Soldiers

Army for career enlisted men of the Army and of the Air Force. Eustace has been able to bring this to the attention of top political leaders of both parties with assurance of their sincere effort to join in the fight.

The Defense Department has lifted its October 5 ban on a $800 million construction

MISSING MEN

Never give up on missing men in Alaska. Writes military retiree Hal Eustace of Austin, Tex.: "About 1941, a U.S. bomber crashed in Alaska's outback in the dead of winter. When found, all aboard were dead, except one body, missing. A lengthy search proved fruitless. Just 81 days later, one Lt. Graves walked in from the cold. He had survived on food from cabins stocked by sourdoughs for just such emergencies. Later, Graves went back and replaced that grub in each cabin, for such was the Alaskan custom."

The Austin Statesman: Dec 16, 1972
Space Writers Honor Oldfield

The Austin-San Antonio chapter of the Aviation-Space Writers Association saluteed longtime journalist Barney Oldfield Monday night at the association's first annual awards meeting.

Oldfield, who was also the guest speaker, was once Gen. Eisenhower's information officer and the first newspaper person to become a paratrooper in the Army during World War II.

Today he is the east-west trade specialist for Litton Industries, Inc. in Beverly Hills, Calif., but his career has also included work as a radio commentator, Hollywood press agent, magazine and script writer and author.

His book, "Never a Shot in Anger," was a tribute to the 1,828 war correspondents accredited by the U.S. in World War II.

In speaking to the AWA-members Monday night Oldfield said aviation today is a big challenge for aviation and space writers because they can write about the future of the industry and live to see it.

Among the awards presented at the meeting were those presented to Jay Miller and Holly Hudlow, both of The Armchair Aviator.

H. F. (Jim) Roth, director of corporate publicity for LTV Aerospace Corporation of Dallas, presented the writing awards.

Also recognized at the meeting was Austinite Hal Eustace, who was a close associate of Oldfield. The AWA presented Eustace with an award for behind-the-scenes support.

The Austin American Statesman: Jul 9, 1974
Building Permits

Sewer tap permit, 6-11-20

WATER SERVICE PERMIT
Austin, Texas

Received at

Date

Address

Amount

Plumber

Date of Connection

Size of Tap Made

Site Service Made

Site Main Tapped

From Front Prop. Line to Curb Cock

From South Prop. Line to Curb Cock

Location of Meter

TYPE OF REG.

Depth of Main in St. Med.

From Curb Cock to Tap on Main

Checked by Engr. Dept.

Water tap permit, 9-63