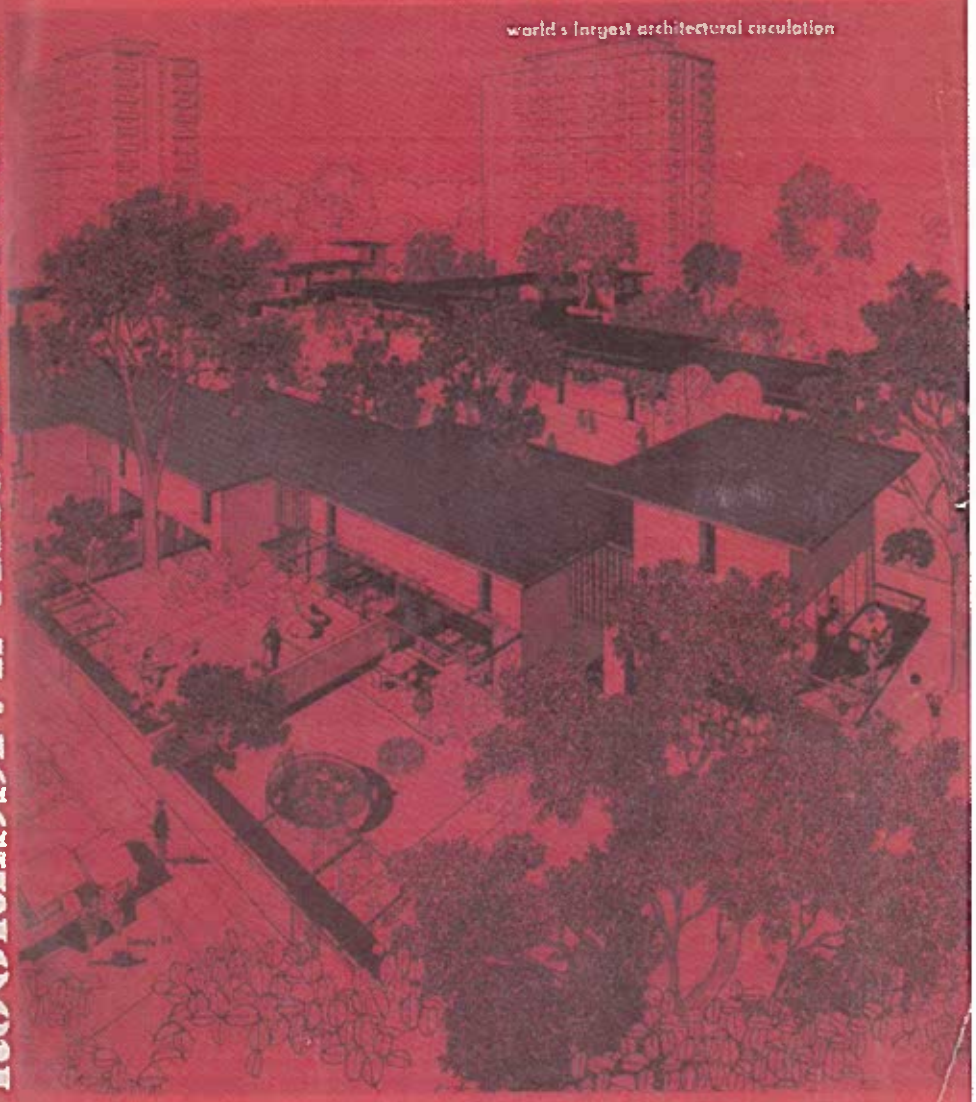
Progressive Architecture 1959 Jan., v. 40, p. 114-115.

p/a

january 1959

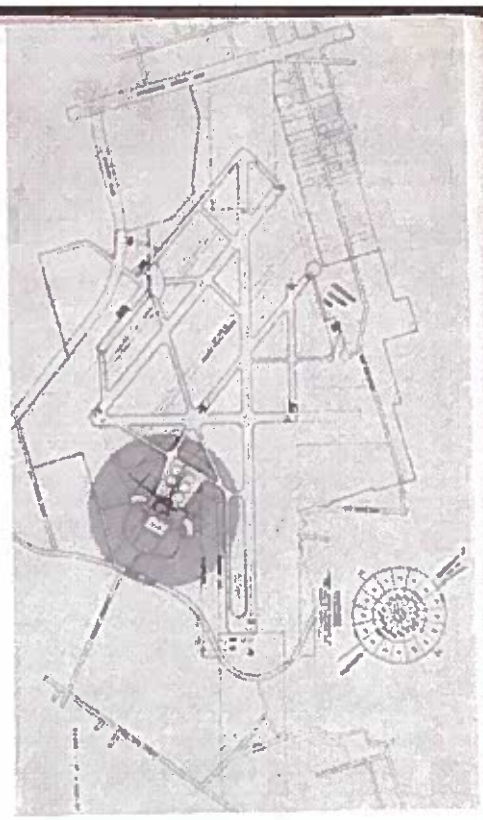
world's largest architectural circulation

PROGRESSIVE ARCHITECTURE

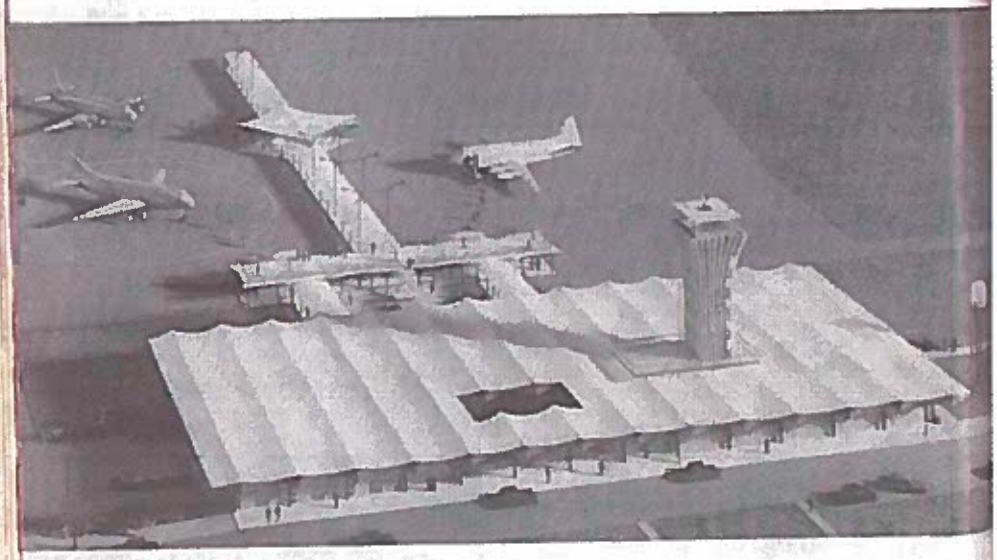


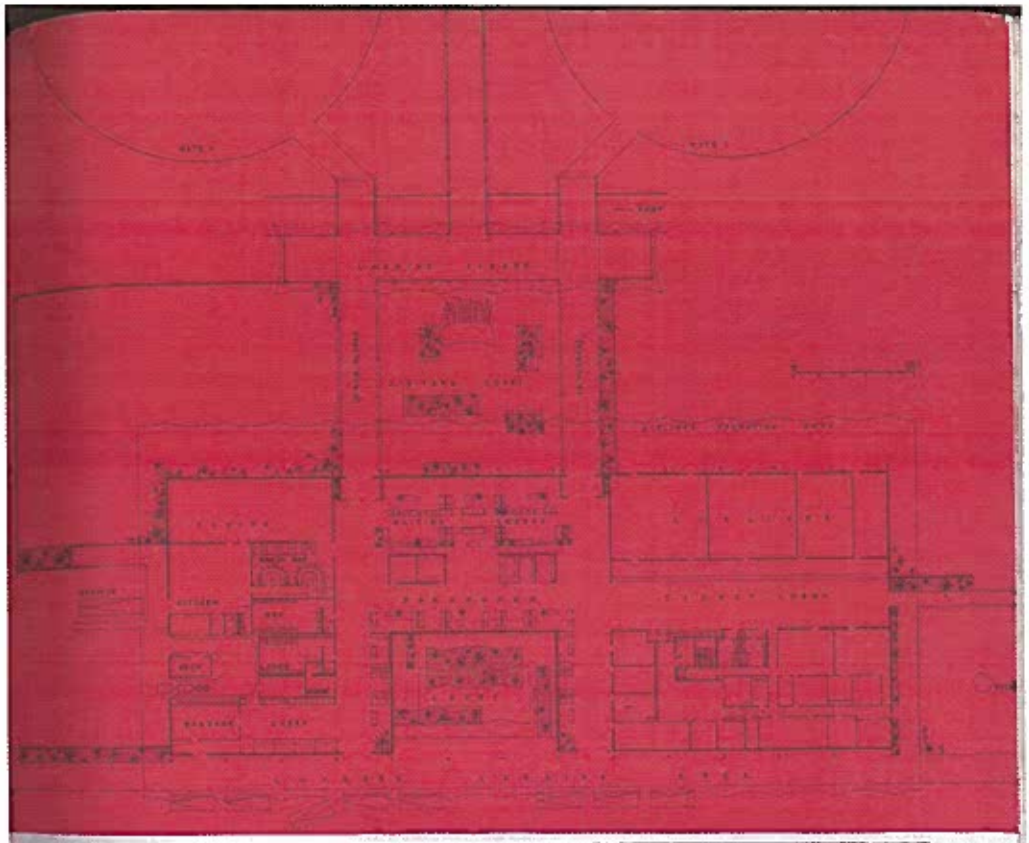
sixth annual design awards program 1959

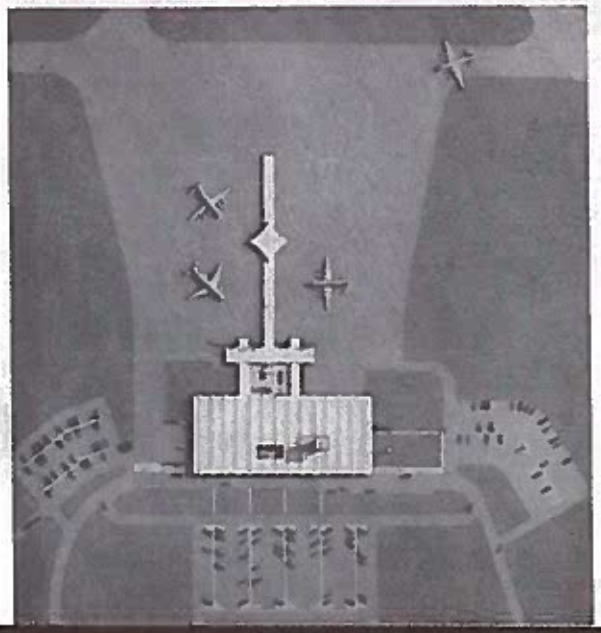
commerce: *Design Award*



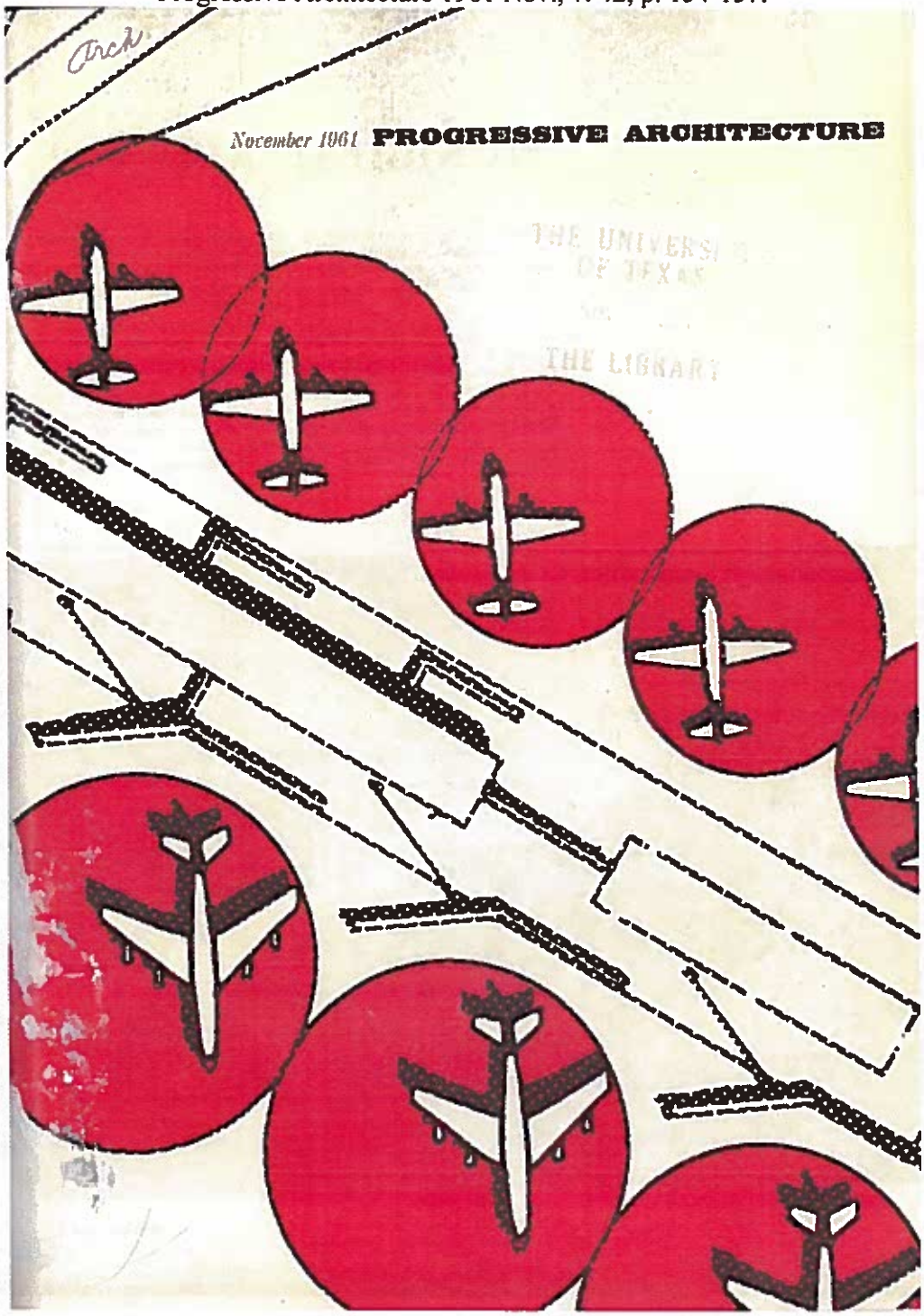
Terminal Building, Robert Mueller Municipal Airport for City of Austin, Texas: Fehr & Granger, Architects; Herbert Crane, Associated Architect; W. Clark Craig, Structural Engineer; Herman Blum, Consulting Engineer. "There was no desire on the part of the city to build a massive monument." Instead, say the architects, "the design was conceived as a large unified shelter providing flexibility and openness." Of greatest importance in the planning of the terminal was the smooth flow of circulation—pedestrian as well as vehicular. Second, it was essential, in anticipation of the rapid growth of commercial air travel, that the building be planned for expansion without destroying its unity, and without disrupting operations during future construction. A third and equally important consideration was economy. Floor construction is to be concrete. The roof will employ steel trusses 24' o.c. and 5' deep. Curved diamond-shaped trusses will form cantilevers on either side of main trusses. Roof and ceiling surfacing is to be of lightweight concrete. The tower will have a concrete frame, using aluminum and glass on the exterior. "The roof structure and control-tower shape," explain the architects, "are a conscious effort to get away from a static silhouette and create a dynamic structure which would be pleasing from the air as well as the ground. It is hoped the building will express something of the spirit of progress which exists in air travel today." The Jury considered this building an excellent solution in planning, as well as design expression, and wished to distinguish it as Runner-up to the First Design Award.







Progressive Architecture 1961 Nov., v. 42, p. 154-157.



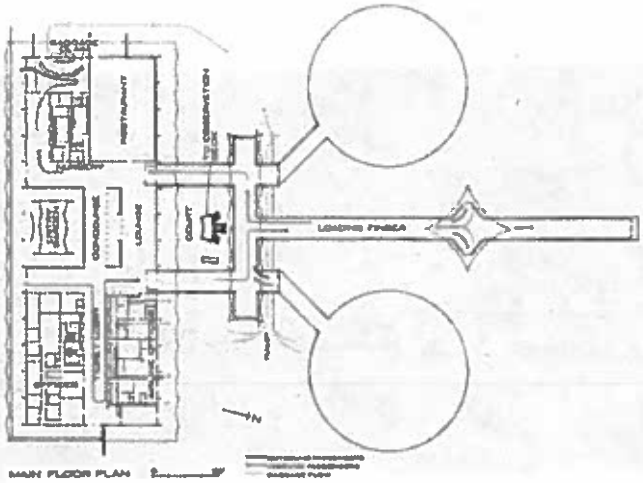
MUNICIPAL AIRPORT

TERMINAL BUILDING • ROBERT MUELLER MUNICIPAL AIRPORT • AUSTIN, TEXAS • OFFICE OF FEHR & GRANGER, ARCHITECTS • W. CLARK CRAIG, STRUCTURAL ENGINEER

The air traffic at Austin is not great enough to require the latest mechanical advances in passenger and baggage handling, but the planning of the new terminal is based on the same factors that govern the design of larger air terminals. The master plan is projected for two 10-year stages of expansion; the present terminal will be able to handle the maximum traffic volume of 162 passengers per hour predicted for 1970.

The terminal is a one-story rectangular building with a field-level finger extending out onto the apron; three aircraft parking positions are accommodated on each side of the finger. The control tower rises above the terminal building and is a distinctive landmark both from the ground and from the air. All passenger, baggage, and administrative operations are contained in the terminal building, as well as several facilities, such as mail, express, and cargo, that

Photos: Dewey C. Mears



MAIN FLOOR PLAN

The airlines check-in counters (top) are to the east of the terminal's main concourse (middle). Covered passageways for inbound and outbound passengers connect the concourse with the loading finger. A broad canopy over the middle of the finger (below) shelters two boarding gates. This canopy will be repeated when the finger is extended.

The undulating curves of the terminal complex were adopted to "express the spirit of progress in air travel today."

are often housed in separate buildings.

Inbound and outbound passengers and baggage are separated by means of a one-way counterclockwise route. Outbound passengers check in on the east side of the building and proceed to the finger by way of a passage on the east side of the concourse. Inbound passengers enter the terminal by a passageway on the west side of the concourse.

Baggage collected at the airlines counters is carried by short conveyors to the apron side of the building, where it is loaded onto trucks that take it to waiting aircraft. A ramp, which tunnels under the building end of the finger, permits the trucks to pass from the east side of the apron to the west side without having to go around the finger. Inbound baggage is deposited at the claim counter at the west end of the terminal.

The terminal building has a steel structure with a roof system of 5-ft-deep steel trusses running between the long sides. Diamond-shaped trusses with concave chords are cantilevered on both sides of the main trusses. The curved fascia is of porcelain-enameled steel; lightweight concrete is used for the roof and ceiling surfacing. A minimum of bearing members is used on the interior to facilitate alterations.

The finger is an open walkway sheltered by a steel-framed canopy. The control tower has a concrete frame and an aluminum and glass exterior.

The design of the terminal won a P/A Design Award in 1959, at which time the jury distinguished it as a runner-up for the First Design Award. As a finished project, the terminal closely adheres to the original design.