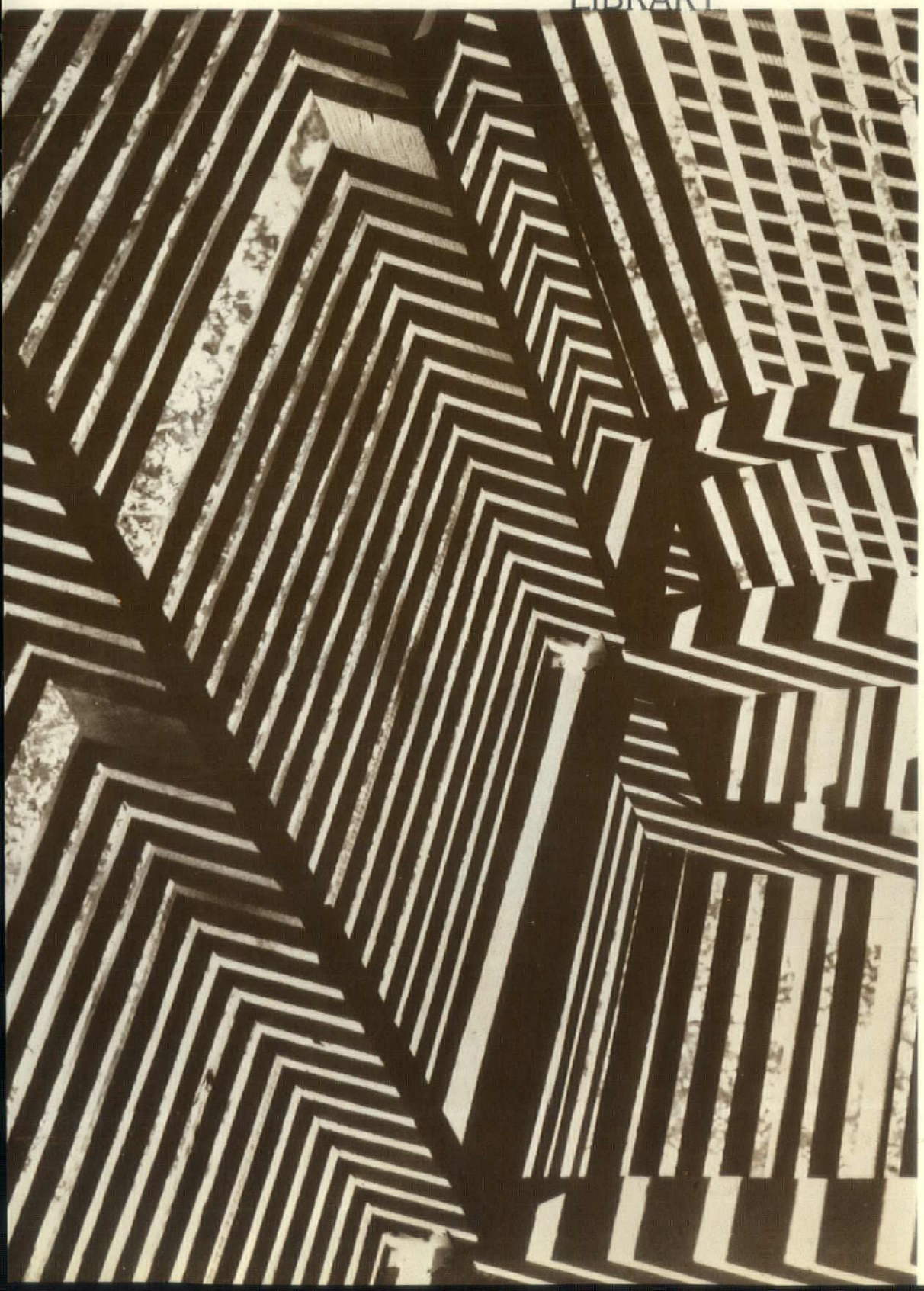
BULLETIN

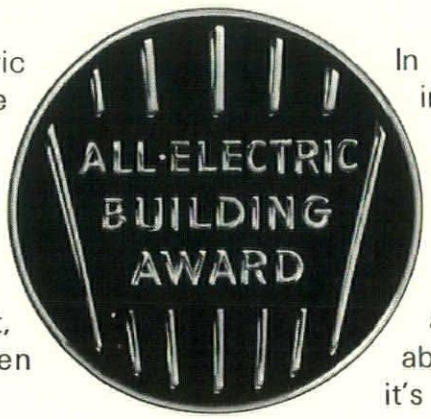
AMERICAN INSTITUTE OF ARCHITECTS



michigan society of architects august 1967 50c

Hallmark of Quality

All across the country, all-electric buildings are on the increase. The 100-story John Hancock Center in Chicago and the two million square-foot J. F. Kennedy Center for the Performing Arts in Washington are perhaps the most spectacular. From coast to coast, this Hallmark of Quality is seen more and more frequently.



In Southeastern Michigan an increasing number of buildings constructed in 1966 earned the all-electric seal. They included schools, banks, motels, stores and shops, offices, libraries and churches.

More and more the trend is to all-electric. It's efficient, comfortable, and in this age of rising costs it's economical. **EDISON**

BULLETIN

Volume 42 — No. 8

Architects in Art

The photograph shown on the cover is the work of Peter J. Futymoski, AIA, of Kalamazoo. Pete, an avid photographer is currently the Vice-President of the Kalamazoo Institute of Arts and was General Chairman of the Clothesline Art Show for 1965 held in the Art Center.

The Shadows, *selected for showing in the 56th Exhibition for Michigan Artists held at the Detroit Institute of Arts.*

Monthly Bulletin, Michigan Society of Architects, the official publication of the Society; all Michigan Chapters of the American Institute of Architects; Women's Architectural League of Detroit (WALD); Producers Council, Inc., Michigan Chapter; Builders & Traders Exchanges of Detroit, Grand Rapids and Lansing is published monthly by the Michigan Architectural Foundation; Editorial and Advertising Offices—28 West Adams, Detroit 26, Michigan, Phone 965-4100.

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michigan society of architects august 1967

EDITORIAL

The problem of the transportation of masses of people is one of the most serious that faces us in the fast moving pace of our Society. We are all familiar with many of the various facets of this question, and are rather vaguely aware that something is being done by somebody somewhere in examining the whole business. Most of the major cities around the country have machinery in action, and some results are beginning to come forth, although the primary fact that has become evident so far is the enormity of finding the right answer, and the degree of complexity we face in dealing with it. We know that whatever may be the best answer for any given area will involve far more factors than can be covered by a simple set of standards. It is certainly one of the central problems of the paradox of 20th Century urban life — the continual outward spread and sprawl of the urban area and the simultaneous inward concentration of activity that is natural to the patterns of our lives.

The problem is most acute in large urban settings like Detroit, and Detroit has in progress the effect needed to cope with it. TALUS is well into the type of lengthy, in-depth study that must be done, and although it is much too soon to expect solutions, the current series of articles running in the *Bulletin*, the first of which appeared in our May issue, will be an interim report on its format, intention, and progress. It is highly recommended to *Bulletin* readers. So far, TALUS efforts have been aimed at basic and primary considerations — the stating of the problem — and have not yet begun to form the recommendations for solutions which are probably the exciting part to most of us. Selecting the "hardware" to do the job is the last step in the process. First we must know what needs to be done, and this is the grubbing work that takes so long and is really the vital matter.

The Southeast Michigan Metropolitan Transit Authority is now a legally established reality serving metropolitan Detroit and St. Clair and Washtenaw Counties. This will put the teeth into the recommendations of TALUS.

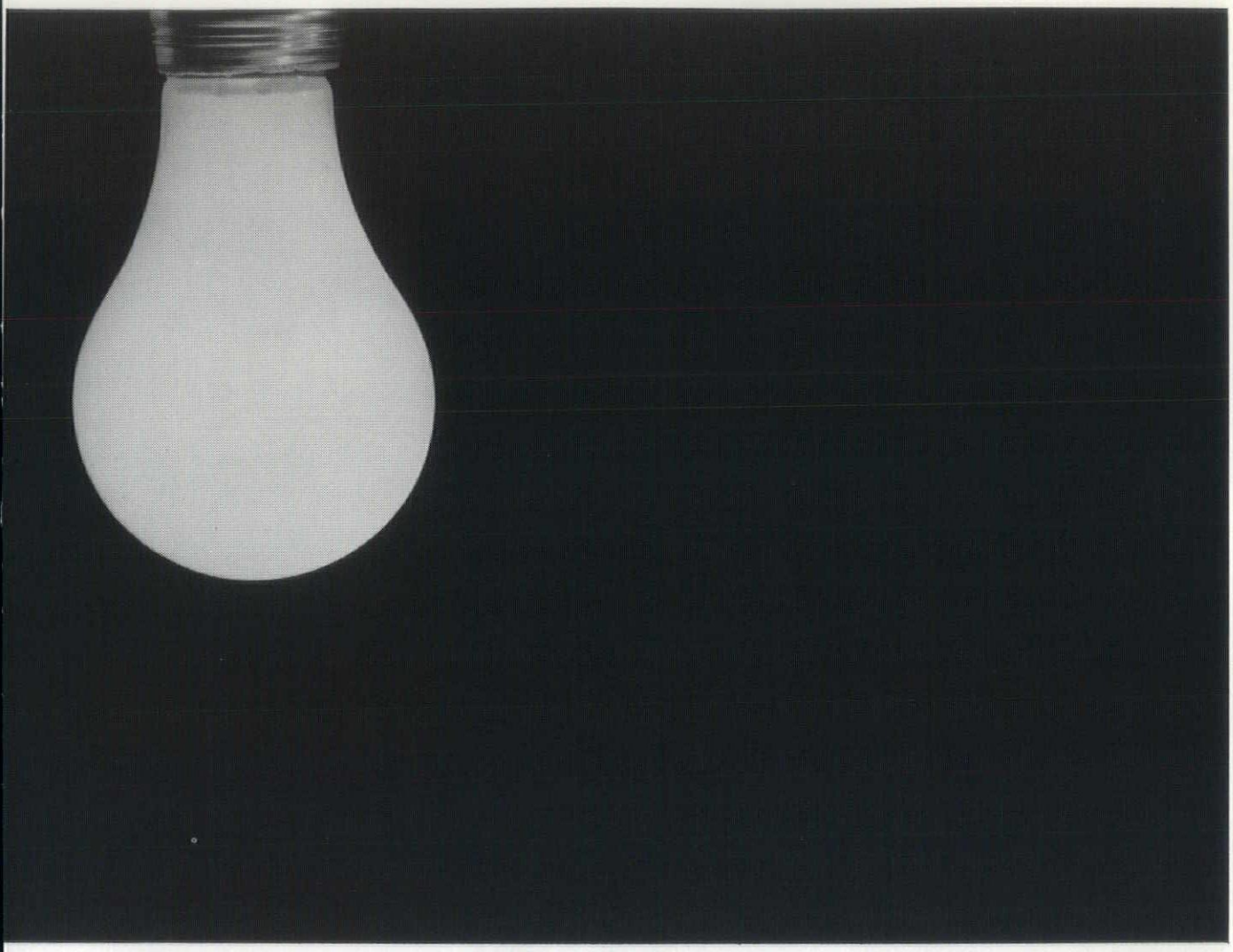
Other major cities have tried various approaches: the Subways of New York, Paris, and London have been highly suitable answers for their situations, although now are falling behind the need too; Seattle's monorail from the central business district to the site of the 1962 World's Fair was very successful for its original purpose but is now ahead of the need pending the further development and usage of the cultural center which grew out of the Fair; San Francisco's Bay Area Rapid Transit system appears to hold many answers, but to date is only 10% built and continues to face the legal and financial problems that have plagued it from the beginning; Chicago is trying a rapid transit electric train system between the northern suburbs and the Loop; and many new pieces of "hardware" are in various stages of design and experiment — driverless electric systems at Disneyland, the huge new airport at Tampa, and the Westinghouse Transit Expressway near Pittsburgh. By the time TALUS is ready to think about vehicle recommendations, performance data will be available on these and no doubt many more.

Meanwhile, what about the problems facing the smaller cities? Saginaw, Roanoke, and Colorado Springs all face the mass transit dilemma too, as does any urban area, and while perhaps not as large in numbers of people, they experience and anticipate circumstances which can be just as devastating to their own areas. Few of these have the complexity to require, or the financial basis to support special planning agencies such as BART or TALUS, it being generally accepted that a city of less than 500,000 people cannot afford a separate mass transit system. Transportation studies in such cities usually begin with the local inter-city bus system, and must be carried on by the local planning agencies, which already carry enormous responsibilities. In Lansing the Mid-Michigan Chapter of AIA is lending a hand through a special committee, and in Grand Rapids the GRETS (Grand Rapids Environmental Transportation Study) has been organized to study the question in an area encompassing Muskegon and Holland as well as Grand Rapids. Of importance in this study will be coordination with the development of Grand Valley State College, along with heavy, land bound pleasure travel.

It is good to know that these studies are underway, and it is sincerely to be hoped that the efforts of TALUS can and will be coordinated with such smaller scale local efforts, as well as with even larger ones such as the Lake Michigan Regional Planning Council. Our network of high speed interstate highways and the ever increasing production of Detroit's auto factories has shown how patterns can change. They have great advantages of course, but also many victims. As suitable an ansyer must be found for the guy on his way to work or downtown to shop. We must have patience, but we must also have the wholehearted cooperation and support of us all with TALUS, GRETS, and the others.

Coordination and cooperation are words having the greatest importance in any planning process, and the planning of a mass transit system must embody much of both. Just as the expansion of commercial facilities, school districts, and housing patterns must be planned if they are to be orderly, the transit facilities which tie these all together — both the new and the old — must be an integral part of the same process. There must be change, including abandonment in some instances, of some of the time honored patterns that seem so vital and valid to us. More is lost than symbolism now that the main highway from Detroit to Lansing no longer ends at the front door of the State Capitol. Are we prepared to face the complete re-orientation of some of our cities?

David L. Williams, AIA



Who turned on the lights?

We did. For about half the cost. That's the story of the Total Gas Energy system recently installed in the new addition of Muskegon Catholic Central High School. This remarkable new on-site system produces all the power and light with natural gas driven engine-generators. And it does the job for about 50% of the cost of conventional methods.

The system also provides, at virtually no cost, most of the heat needed to warm and cool the building and to heat the water. Excess heat, picked up from the water and oil jackets and exhausts of the engines, is converted to steam by a heat exchanger. It is then either piped to heat coils in the individual rooms for heating, or to the absorption unit which cools the incoming filtered air for air conditioning.

Total Gas Energy also permitted substantial savings in the design and construction of the new addition to the school—an estimated $90,000.

This new system for supplying low-cost power and light has been employed in schools, motels, shopping centers, office buildings and plants throughout the country, and its economies have been proved again and again.

If you'd like to have more information about Total Gas Energy, just write John Turko, Manager, Major Projects Sales, Michigan Consolidated Gas Company, One Woodward Avenue, Detroit, Michigan 48226. Maybe we can turn on your lights for about half the cost, too.

MICHIGAN CONSOLIDATED GAS COMPANY

NEWS

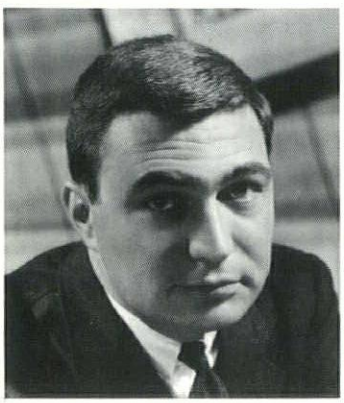
Rossetti Attends UIA

Gino Rossetti, AIA, chief architectural designer of Giffels & Rossetti, Inc., was one of 12 U.S. architects who attended the Ninth World Congress of the Union of International Architects, Prague, Czechoslovakia. The theme of the Congress was "Architecure and the Environment."

Attending were 2,000 participants from 64 countries throughout the world. The Union of International Architects. established 20 years ago is a world-wide counterpart of the American Institute of Architects.

The U.S. contingent at the Congress consisted of six delegates and six alternates. Rossetti, as a delegate, chaired one of five sessions. His topic was "Industry and the Working Environment."

Other U.S. architects who attended in Prague as delegates include Robert L. Durham, FAIA, President of the American Institute of Architects, Charles M. Nes, Jr., FAIA, immediate past president, Frederick G. Frost, Jr., FAIA, U.I.A. representative to the U.N., Daniel Schwartzman, FAIA and Henry L. Wright, FAIA, members U.I.A. executive committee.



Gino Rossetti, AIA,

Rossetti was selected to participate directly because of his activities with the American Institute of Architects and the Detroit Chapter, AIA. He is the national chairman of the committee on architecture for commerce and industry and is chairman of the Chapter Civic Design Committee. In addition, he participated at the 1966 U.I.A. Conference in Mantreux, Switzerland.

While in Prague, Rossetti outlined to U.I.A. members the industrial architectural seminar program to be conducted in Detroit in May 1968. This seminar will be the first occasion for approximately 100 members of the UIA to discuss and tour major industrial facilities in the U.S.

Smith Announces Appointment

Albert Edwards Margetts, Jr., member of the Royal Architectural Institute of Canada, has joined the Detroit firm of Eberle M. Smith Associates, Inc.

A graduate of the University of Manitoba with a Bachelor of Architecture degree and a registered architect in the Province of Ontario, Margetts will be associated with the Windsor office of the firm as a staff architect.

Allied Arts Festival Program

Saturday, September 23 is the date for the 1967 Allied Arts Festival of the Detroit Chapter. As in previous years this holds the promise of an exciting and meaningful event. An added significance is the celebration of the 80th Anniversary of the Detroit Chapter of the AIA.

Highlights of the event will be:

Assembly and Reception (cocktails and music—carillon and symphonette) at Cranbrook Academy of Art, under the Museum Portico ..... 5:00 P.M.

Guided tours of the grounds 5:30-6:30 P.M.

Dinner ..... 7:00 P.M.

Guest Speaker, Constantino Nivola, winner of AIA Gold Medal, 1967 ..... 8:15 P.M.

Opening and viewing of combined special exhibits: Cranbrook and Allied Arts ..... 9:15 P.M.

The purpose of the Festival is to bring Architects, Landscape Architects, Planners, Interior Designers, Artists, Craftsmen, and Gallery Directors together, to discuss mutual problems and promote the integration of the Arts.

Invitations will be mailed at the end of August but because of the limited accommodations, dinner reservations will be accepted on the basis of first returns.

SCUP Conference Set for U of M

The Second Annual Conference of the Society for College and University Planning will be held at The University of Michigan as part of that institution's Sesquicentennial Celebration. Co-sponsor for the conference is the University's College of Architecture and Design.

Campus tours and a reception are scheduled for Sunday, August 20, 1967, followed by a two-day conference. The main purpose of the conference is to examine the current status of campus planning in the United States and Canada.

The conference aims to bring participants into the mainstream of the most up-to-date thinking in the field, to examine the alternatives available to the administrator and designer, and to permit a breadth of discussion which will build on the experience and talents of everyone present. The conference will consider the three maior environments—the educational, the human, and the physical—which affect campus planning. Case studies of three types of campuses and an

exhibit of design awards in campus planning and building will supplement the formal program.

Special questions should be directed to John D. Telfer, SCUP Executive Director, 326 East Hoover, Ann Arbor, Michigan 48104, or telephone (313) 764-2455.

MSA Invited to Attend U.S.C. of C Conference

Members of the Michigan Society of Architects have been invited to attend the Conference on "Increasing Technological Development in the Construction Industry" to be held in Washington D.C. on September 7 and 8, 1967.

The invitation issued by James F. Steiner of the United States Chamber of Commerce, states the central purpose of this conference is to discuss how the major segments of the construction industry can work together to improve the processes of building research, materials testing, and standardization. This action will have a direct impact and a constructive effect on specifications and building codes which in turn will allow more freedom in architectural design.

The conference program provides an up to date presentation of the important functional changes in the key organizations which contribute to the advancement of technology in the construction industry by creating the literature of this technology.

Copies of the program may be obtained by writing James F. Steiner, Construction Industry Manager, National Economic Development Group, Chamber of Commerce of the United States, 1615 H Street, N.W., Washington, D.C. 20006.

NOTICE

The October Issue of the Monthly Bulletin will feature the 1967-1968 Roster of Architectural Firms in Michigan.

Please advise the Office of the Bulletin, 28 West Adams, Detroit, Michigan if you have any changes in your listing.

Corrections must be received no later than September 1, 1967.

ANNOUNCEMENTS

James Hackenberger announces the formation of a new architectural firm, James Hackenberger Associates, Architects, located at 3011, East Grand Blvd., Detroit. His associates are William J. Honner and George D. Stucky. Mr. Hackenberger, a graduate of the University of Michigan, previously worked with Smith, Hinchman & Grylls and The Architects Collective in a design capacity. He is a member of The American Institute of Architects and the Michigan Society of Architects.

Donald O. Bouchor, AIA, of Traverse City announces the opening of his office for the practice of architecture at 2118 Island View Road. The telephone number is (616) 223-4863.

Modern Prestressed Concrete by H. Kent Preston, Chief Product Engineer, Construction Materials, CF & I Steel Corporation, and Norman J. Sollenberger, Chairman, Department of Civil and Geological Engineering, Princeton University. 332 pages plus index; 168 illustrations; 6 x 9; McGraw-Hill; $13.50. Publication date: June 1967.

Modern Prestressed Concrete furnishes the structural engineer with all the information required for the design of safe, economical prestressed concrete structures.

In the book, designed for self-study, the authors present a simplified procedure for shear analysis in the design of buildings — the arithmetic is reduced to a simple multiplication of a constant (which is given for various points along the member) by the already known applied loads and dimensions of the beam or girder. Complete step-by-step design examples of typical bridge and building members are provided and pertinent parts of applicable codes and specifications are referenced and included in the Appendix. All examples are based on the latest editions of Codes, Specifications and Recommended Practices. Construction methods and equipment are discussed and illustrated in a manner that will enable the engineer to design members which can be fabricated economically and also help the engineer to design members which can be fabricated economically and also help the fabricator to understand the factors which require his special attention.

Further information on *Modern Prestressed Concrete* may be obtained from the McGraw-Hill Book Information Service, 327 West 41st Street, New York, New York 10036.

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...a better masonry wall reinforcement

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. . . properly installed by competent masonry contractors

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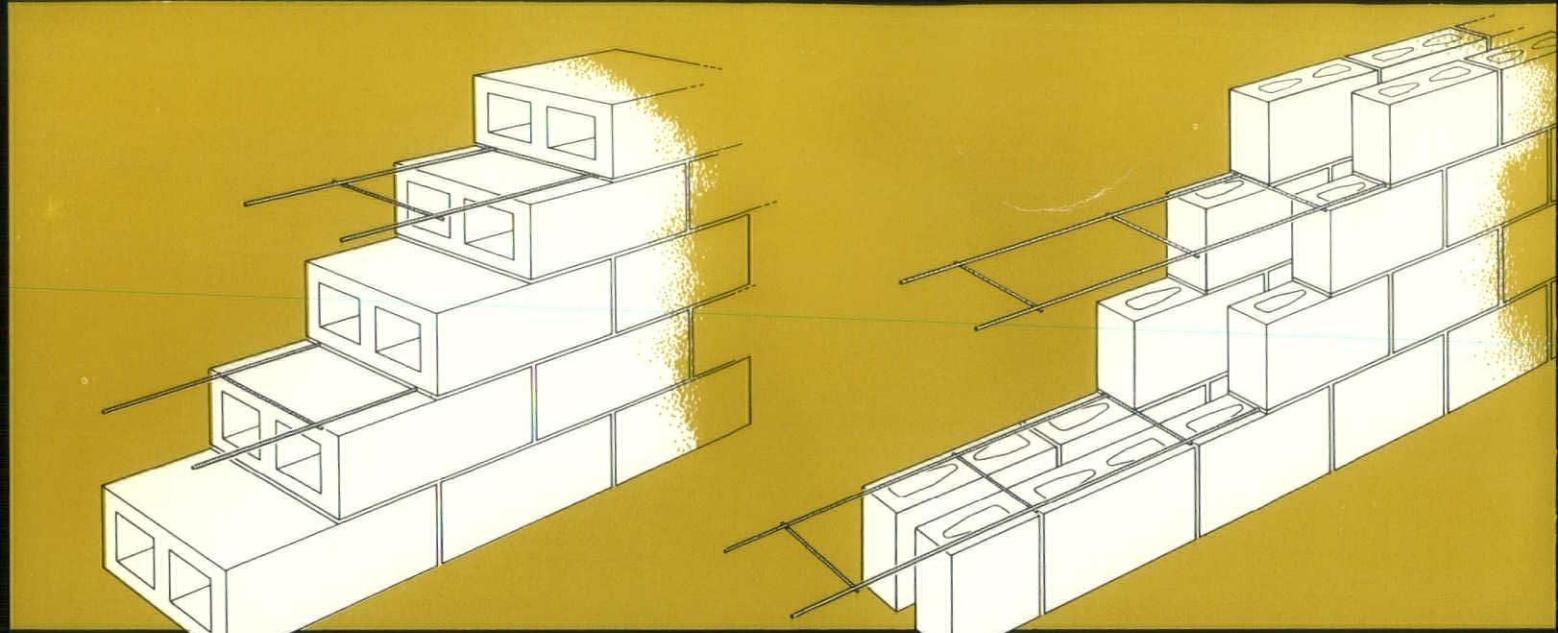


● STRUCTURAL CLAY TILE

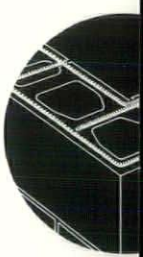
● DOUBLE WALL CONSTRUCTION

ADVANTAGES OF DUO-WIRE • In order for a building material to excel, it must be durable, simple, versatile, economical and readily available. Duo-Wire encompasses all these advantages to better serve all four members of the building team, architect, engineer, contractor and building owner. **SIMPLICITY** • Duo-Wire is basic in concept, using the straight cross-rod rectangular design, which yields greater economy and increased strength. **DURABILITY** • Fabricated in three gauges o highest quality domestic steel, available in either galvanize bright finish. Side tension wires and cross-rods are es ally deformed for positive grip and uniform bond. **ECONOM** • Galvanized cross-rods are standard on all models at no cost and cross-wire welded for absolute fusion. This ass permanence to withstand the maximum stress and bond

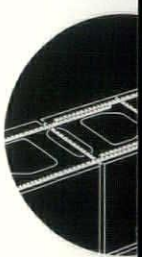
Why more and mor

• Masons praise Duo-Wire for ease of handling, positions conveniently, lies flat, follows course, easy to "corner".

• Duo-Wire is constructed of two parallel side tension wires positioned by cross-rods to permit full embedding in the mortar. Always place reinforcing with cross-rods down. Cross-rods are spaced every 16″ to allow full excess of core area, subject to other uses. Cross-rod design functions as a saddle to uniformily elevate side tension wires for positive bond.

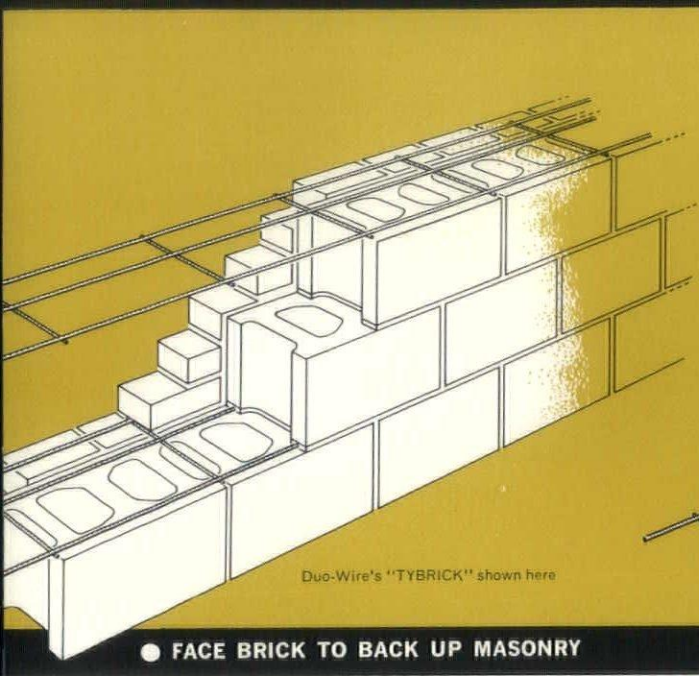


• In order for Duo-Wire mortar joint reinforcing to be most effective, it should be placed in every second course, or at a vertical spacing of 16″ minimum between reinforcing joints for lasting strength.

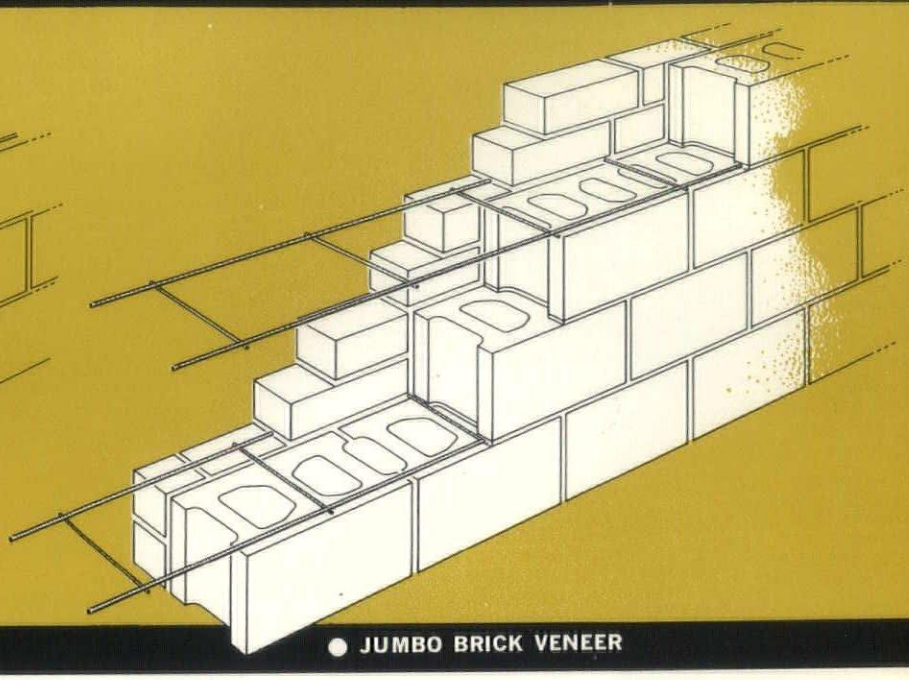


• Duo-Wire being rigid, yet pliant — permits easy forming at the job site, requires no special members. Mason simply snaps inside rod and bends. Continuity is important, always lap joint splices at least 6″ as shown in the diagrams at the right.

Duo-Wire . . . *dedicated t*



● FACE BRICK TO BACK UP MASONRY



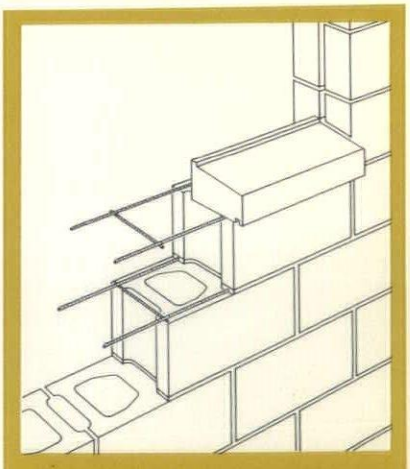
● JUMBO BRICK VENEER

rs at the cross-rod weld joints. **STRENGTH** • Duo-Wire's s-rod design automatically elevates side tension wires a ne eighth inch when properly installed with the cross-rods n. This assures complete encasement of mortar, resulting firm bond around the entire periphery of the side tension s for positive joint reinforcement. **PERMANENCE** • Cross- are arched for additional bond, spaced at 16″ modular intervals, to avoid obstructing core areas subject to other uses. **VERSATILE** • Duo-Wire permits easy forming at the job site, requires no special members for corners, tees and/or splices. Designed for mortar joint reinforcement and veener tie-in construction where masonry walls are specified. **AVAILABILITY** • Duo-Wire is sold and distributed exclusively through your local masonry products manufacturers.

en in building construction are urning to versatile **Duo-Wire**

nowing the value of horizontal joint reinforcing and recognizing the need r versatility as well as simplicity of design in this product . . . Duo-Wire day, is the core of better mortar joint reinforcement where strength, per- anence and appearance are an essential in quality masonry construction.

uo-Wire offers architects and engineers a durable, single self-contained oss-wire welded unit for reinforcing all types of masonry construction. abricated in three gauges, five widths and two finishes of the highest quality omestic steel with tensile strengths that exceed all existing requirements for inforcing masonry walls. To the contractor, Duo-Wire means rapid installa- on because it is light weight, rigid, yet easy to form on the job site. It is ckaged for convenient one man handling and sold and distributed through ur local masonry products manufacturer. The building owner gains, because e use of Duo-Wire minimizes cracking, therefore maintaining the value and auty of his building . . . Always specify Duo-Wire for better masonry wall inforcement. There is a gauge, width and finish for every form of masonry nstruction. Weather-free warehoused . . . kept clean and ready for delivery.



● Horizontal mortar joint reinforcement is necessary two courses above and below all openings, extending a minimum of 24″ each side of opening to control the results of stresses.

masonry walls for permanence, economy and beauty

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A prerequisite for reducing to a minimum shrinkage of masonry is contingent upon: • Properly CURED MASONRY units, exceeding required strengths secured through a normal mix, using proper selection of aggregates and ample cement. • Quality MORTAR, used extra moist for its additional bonding quality and properly tooled produces a lasting watertight mortar joint. • Modular CONTROL JOINTS at least every twenty feet. • Professional WORKMANSHIP and • Versatile DUO-WIRE mortar joint reinforcement installed as recommended.

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A.S.T.M. specification A82-61T (high tensile), A.S.T.M. specification A116-57 (galvanized), National bureau of Standards (report #3079), U.S. Corps of Engineers, Federal Housing Administration, Federal Specifications Code QQ-W-461e, and the Concrete Products Association of Michigan. Technical Series index number 4.08.55. Specification numbers 403.1—403.2—403.3.

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Duo-Wire is fabricated in THREE gauges, FIVE model widths and TWO finishes of the highest quality domestic steel. Other gauges and widths furnished on request. Duo-Wire TYBRICK data is not listed.

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NOMINAL WALL THICKNESS	DUO-WIRE OVERALL WIDTH	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED	MODEL NUMBER BRIGHT	MODEL NUMBER GALVANIZED
4″	2½″	4 S	4 SG	4 M	4 MG	4 H	4 HG
6″	4″	6 S	6 SG	6 M	6 MG	6 H	6 HG
8″	6″	8 S	8 SG	8 M	8 MG	8 H	8 HG
10″	8″	10 S	10 SG	10 M	10 MG	10 H	10 HG
12″	10″	12 S	12 SG	12 M	12 MG	12 H	12 HG

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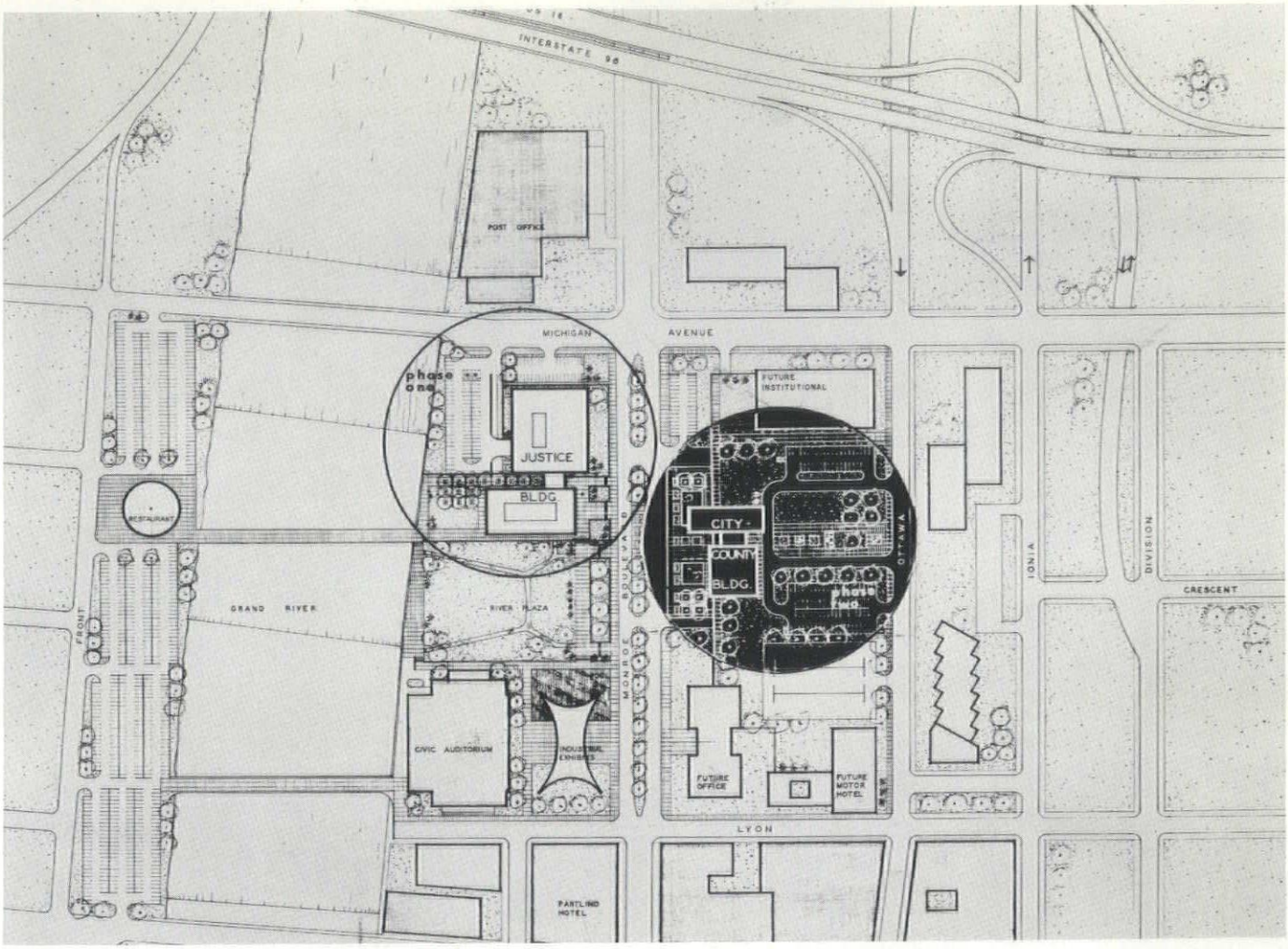


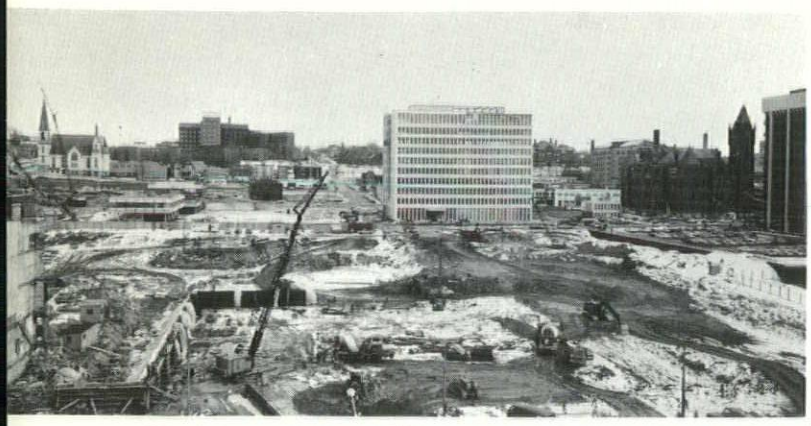
Micro-evironmental area showing forty acres cleared, and rebuilt through urban renewal program

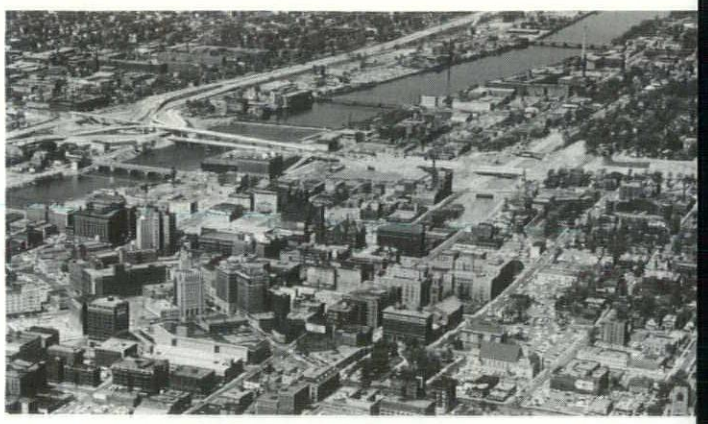
The Vandenberg Center Complex

Of all the projects of urban renewal that have been underway around the nation in recent years, the one which has given Grand Rapids its handsome Vandenberg Center stands out as a singularly successful example.

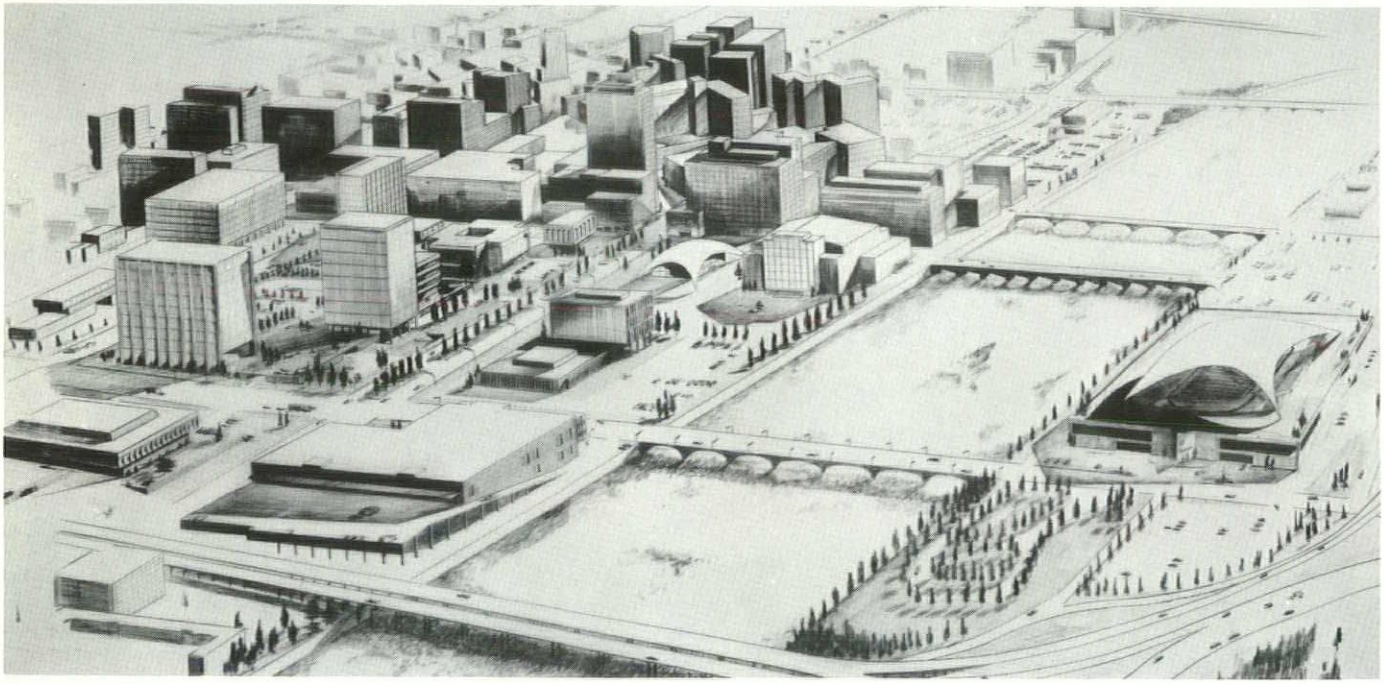
Grand Rapids was founded in the 1830s when Lucius Lyon and Louis Campau filed rival land claims on the east bank of the Grand River in what is now the central core of the city. Each platted street independently with no attemp to connect, and the awkward traffic patterns resulting had always been a real deterrent to the smooth flow and development of the city. At first Campau's town on the south was the principal commercial and residential area, with industry staying in Lyon's, but after the northern area suffered a serious fire in 1869, it became the more desirable business location. When the automobile came, this part of Grand Rapids began to decline steadily, becoming the down and out skid row of the 1950s. Monroe Street, the principal throughfare, became an undesirable address, and the major business establishments moved south. The leading vaudeville house, the Empress Theater (renamed RKO-Keith) closed its doors in 1943 after the final performance on its stage of Ethel Barrymore in "The Corn Is Green."

A cautious, soft sell campaign culminated in a successful election for urban renewal millage in 1960, and property purchases began immediately. Announcement by the Old Kent Bank, just before the election, that it would build an eleven story, $8 million building in the area did much





Work in progress on City-County Administration buildings and panoramic view of C.B.D.



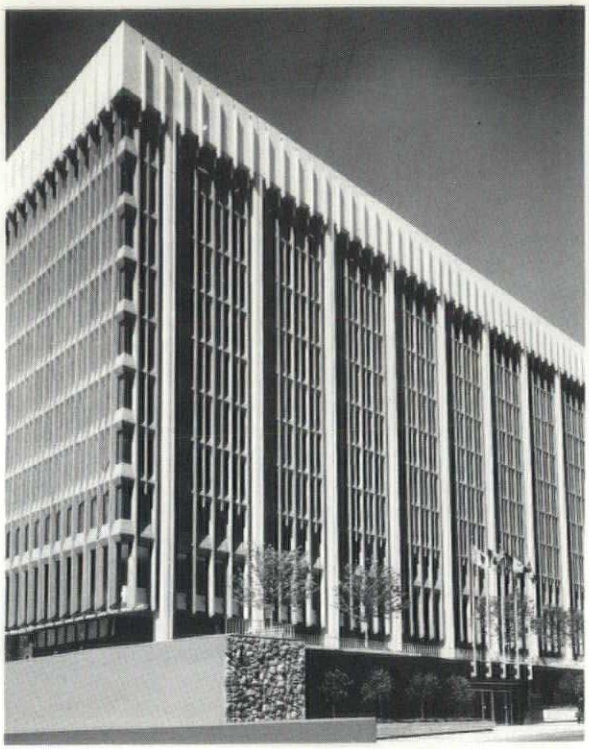
Sketch of completed Vandenberg Center complex

to insure a favorable vote.

Actual clearance began with a very fitting and what must have been satisfying ceremony in which city councilmen pitched rocks through the windows of a city garage building. As with most such clearance projects clearance was spotty and long drawn out, but finally in June of 1964 construction work began on the first new building, the Grand Rapids Press.

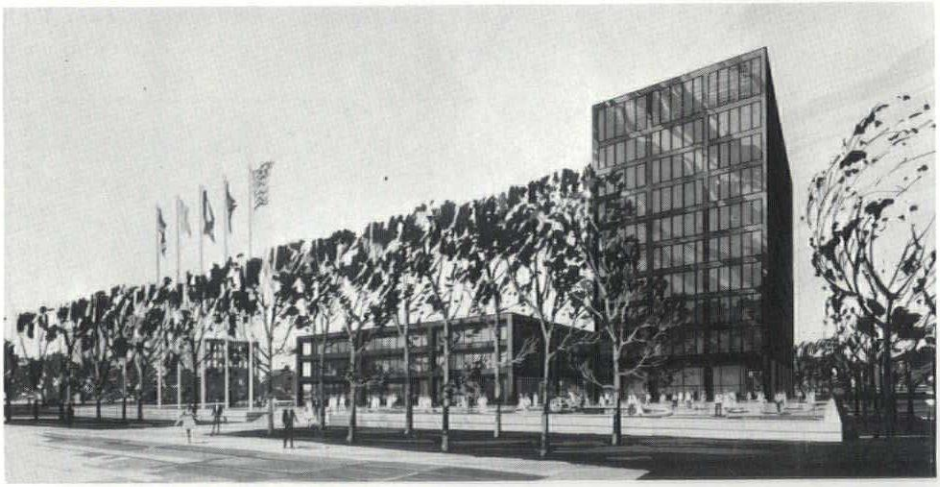
Giffels & Rossetti were the primary planners and design consultants for the project, and various architects were selected for individual building. Daverman Associates of Grand Rapids designed the Old Kent Bank and Grand Rapids Press buildings, both very handsome structures. They then did a building for the Michigan Consolidated Gas Company (and their own offices) and will do the new State Office Building soon. Roger Allen was architect for the Justice Building, and Louis Kingscott for the Federal Office Building. The Union Bank was designed by Carson, Lundeen & Shaw, Architects, New York with David E. Post, AIA, Grand Rapids, Associated Architect, and the City-County Building, now under construction, by Skidmore, Owings & Merrill, associated with O'Bryon and Nachtegall of Grand Rapids. "RECAP" is another complex of buildings being developed by Giffels & Rossetti adjacent to the main area. This stands for Religious, Educational, and Cultural Area Plan.

Altogether the project, now about 75% complete, has created an entirely new atmosphere for downtown Grand Rapids. Something over 40 acres in size, it has quick and easy access to major new freeways criss-crossing the city, and has inspired a great many "spin out" projects, both elsewhere downtown and in outlying parts of the city. Much business has been created for all phases of the building industry, and with a good deal of space left in the project for development, it will be 1975 before this area is completed and fully in service. It is indeed a spectacular and highly worthwhile project, and will result in the expenditure of well over $50 million, and entirely new image for the city, and a fitting memorial to its namesake, Arthur Vandenberg.



Old Kent Bank and Trust Company

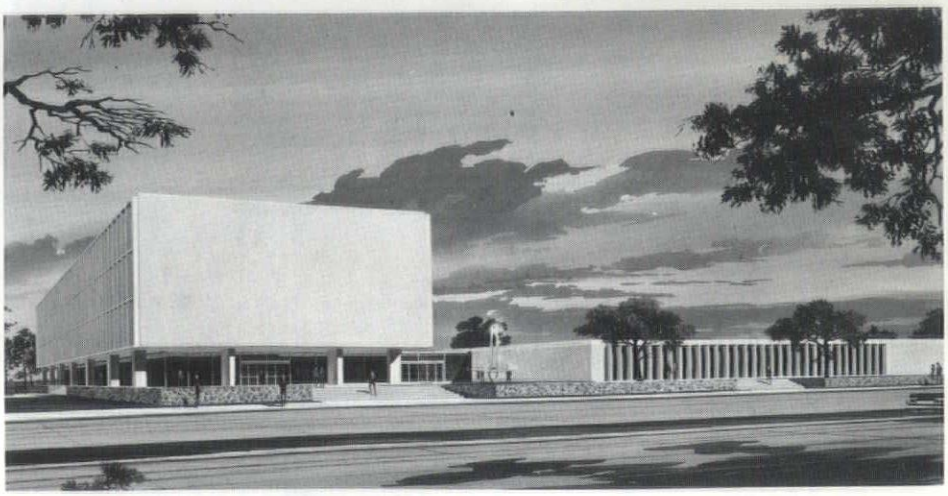
Michigan Title Company



City-County Administration building

Union Bank and Trust Company

City-County, Hall of Justice—
Police Administration



Statute of Limitations

On Monday, July 10, Senate Bill #136 was signed into law by Governor Romney, making it P.A. #203.

The bill is reprinted below in its entirety.

STATE OF MICHIGAN
74TH LEGISLATURE
REGULAR SESSION OF 1967

Introduced by Senators Brown and Richardson

ENROLLED SENATE BILL NO. 136

AN ACT to amend Act No. 236 of the Public Acts of 1961, entitled "An act to revise and consolidate the statutes relating to the organization and jurisdiction of the courts of this state; the powers and duties of such courts, and of the judges and other officers thereof; the forms and attributes of civil claims and actions; the time within which civil actions and proceedings may be brought in said courts; pleading, evidence, practice and procedure in civil actions and proceedings in said, to provide remedies and penalties for the violation of certain provisions of this act; and to repeal all acts and parts of acts inconsistent with, or contravening any of the provisions of this act," as amended, being sections 600.101 to 600.9911 of the Compiled Laws of 1948, by adding a new section 5839.

The People of the State of Michigan enact:

Section 1. Act No. 236 of the Public Acts of 1961, as amended, being sections 600.101 to 600.9911 of the Compiled Laws of 1948, is amended by adding a new section 5839 to read as follows:

Sec. 5839. (1) No person may maintain any action to recover damages for any injury to property, real or personal, or for bodily injury or wrongful death, arising out of the defective and unsafe condition of an improvement to real property, nor any action for contribution or indemnity for damages sustained as a result of such injury against any state licensed architect or professional engineer performing or furnishing the design or supervision of construction of such improvement more than 6 years *after* the time of occupancy of the completed improvement, use or acceptance of such improvement. This limitation shall not apply to actions against any person in actual possession and control as owner, tenant or otherwise, of the improvement at the time the defective and unsafe condition of such improvement constitutes the proximate cause of the injury or damage for which the action is brought.

(2) No person may maintain any action to recover damages based on error or negligence of a state licensed land surveyor in the preparation of a survey or report more than 6 years after the delivery of the survey or the report to the person for whom it was made or his agent.

(3) As used in this section, the term "state licensed architect or professional engineer" or "land surveyor" means any individual so licensed, or any corporation, parternership or other business entity on behalf of whom the state licensed architect, profressional engineer or land surveyor is performing or directing the performance of such architectural, professional engineering or land surveying service.

This legislation is the direct result of the combined efforts of Robert Wold of Grand Rapids, Jay Pettitt of Detroit and Legislative representative for the MSA, Leslie Butler of Lansing.

NOTICE

The October Issue of the Monthly Bulletin will feature the 1967-1968 Roster of Architectural Firms in Michigan.

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OBITUARIES

Frederick J. B. Sevald

Frederick J. B. Sevald of Birmingham died June 7. Architectural coordinator for the firm of O'Dell, Hewlett & Luckenbach, Sevald was a graduate of the University of Michigan and a life-long resident of Detroit.

He served as a major in the U.S. Army in World War II and was a member of the Board of the Detroit Symphony Orchestra, and treasurer of the Chamber Music Society of Detroit and Pro-Musica.

Sevald became a member of the AIA in 1942.

Clair W. Ditchy FAIA

As we were going to press we learned of the death of Clair W. Ditchy FAIA, on July 31, 1967. A past president of the American Institute of Architects, Clair will long be remembered for his many years of devoted service to the profession.

CALENDAR

1967

August 3, 4, 5	MSA Mid-Summer Conference, Grand Hotel, Mackinac Island.
August 20 - 22	2nd Annual Conference of the Society for College and University Planning — University of Michigan, Ann Arbor.
September 23	Detroit Chapter Allied Arts Festival—Cranbrook.
November 12 - 18	80th Anniversary — Founding of Detroit Chapter, AIA.
January 23, 1968	Anthony Adinolfi, guest speaker of Detroit Chapter—Engineering Society of Detroit.
March 13, 14, 15, 1968	54th Annual MSA Convention—Detroit.
October 10	Annual Meeting, Detroit Chapter, Statler Hotel, 6:00 P.M.

1968

June 24 - 28	AIA Convention, Portland, Oregon

ADVERTISERS' INDEX

NOTICE

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Please advise the Office of the Bulletin, 28 West Adams, Detroit, Michigan if you have any changes in your listing.

Corrections must be received no later than September 1, 1967.

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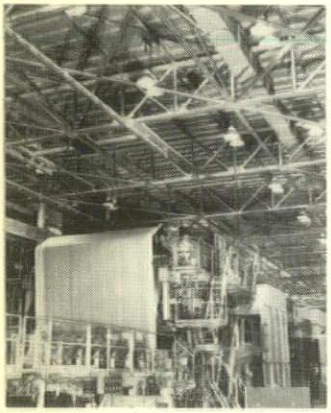

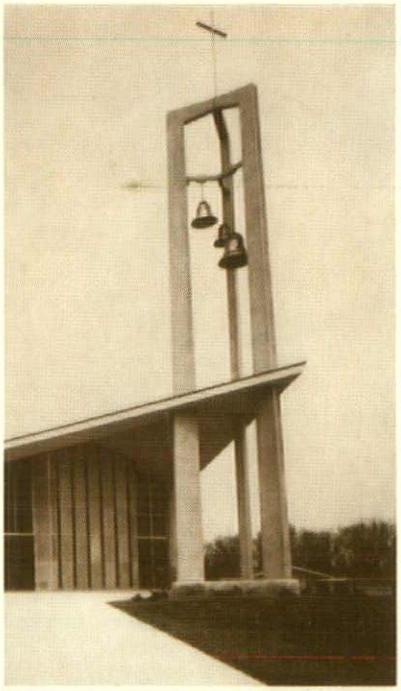

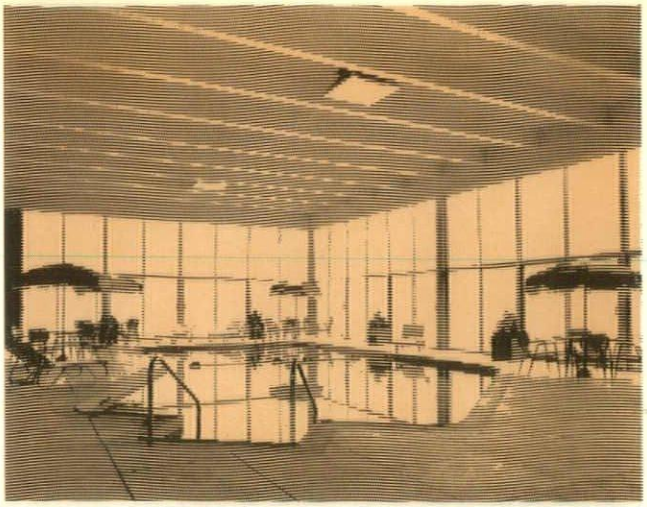

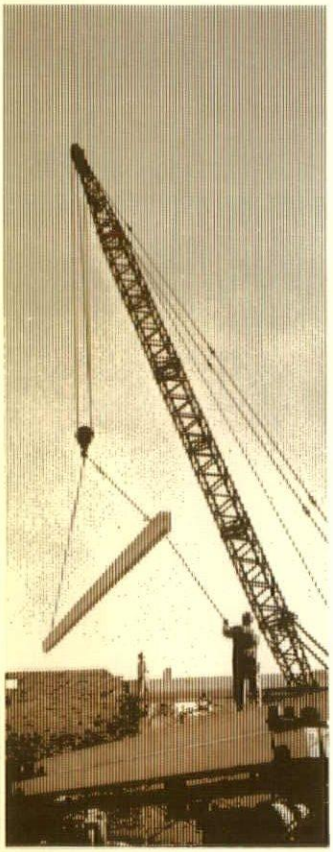

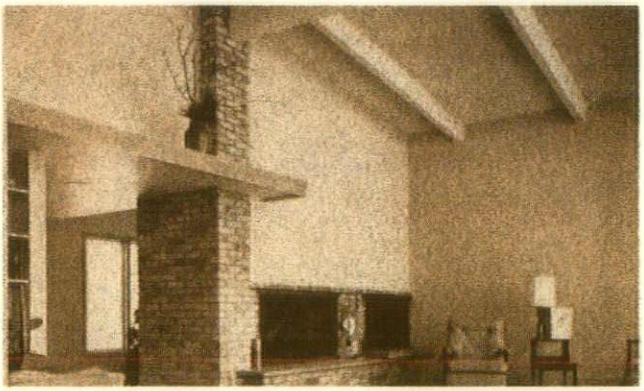

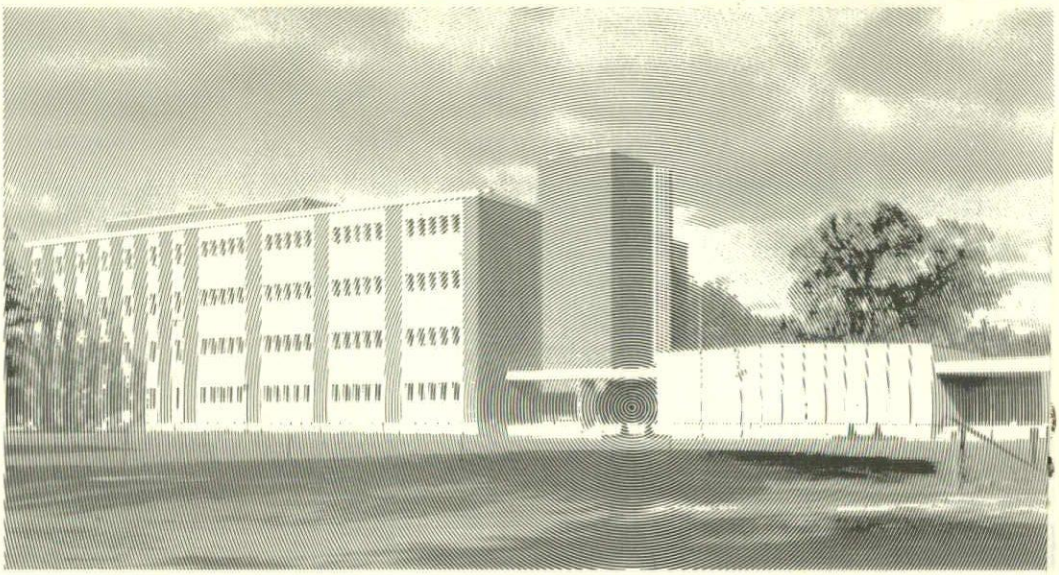

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