

The Spanish River Papers

October 1976

VOL. V. No. 1



OLD CITY HALL, HOME OF BOCA RATON HISTORICAL SOCIETY
Jeanne Nixon Baur, Artist

A report to the membership of
Boca Raton Historical Society, Inc.
 P.O. Box 1113 • Boca Raton, Florida 33432

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BUILDING BOCA RATON'S AIRPORT

Although only a town of a few hundred citizens in the 1930s, Boca Raton had one of the early airports on the Florida East Coast. The following letters and reports detail how the town received its airport. They also show the relationship between the Boca Raton Club and town officials. These letters, mainly between Gordon Anderson, General Manager of Clarence H. Giest's Boca Raton Club, and Earle Moore, Treasurer and Clerk of the Town of Boca Raton, cover periods when Mr. Anderson was in the North. It should be noted that the Works Progress Administration, a New Deal agency with the primary goal of giving the unemployed jobs, seems to have been successfully lobbied to bend rules for the Boca Raton airport.

Donald W. Curl, Editor

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Earle Moore to J. W. Hoffman, Vice President, Model Land Company (Flagler Interests), February 15, 1935.

There is enclosed herewith a description of land, title to which we understand is in the Model Land Company. The Town of Boca Raton wishes to secure title to this property, so that it may be used as a Municipal Air-Port.

The Town, State, and County taxes are all delinquent for a number of years.

We would like to know as soon as possible whether or not the Model Land Company will give the Town a quit-claim deed for this property, which an inspection will reveal is not suitable for farm land or development purposes, because it is so remotely situated. The town has under consideration two alternate sites for their air-port, and we would appreciate it very much indeed if you would give us an answer as soon as possible....

Gordon B. Anderson to Earle Moore, May 9, 1935

...I am worrying about the airport. I have a letter from John J. White this morning, as follows:
I am wondering how you are making out with your airport project.

I have purchased a tri-motor Stinson for my own use and certainly hope that when I go to Florida next winter there will be an airport ready to use and a hangar in which I can put my ship....

We must have something definite to report to him. We should press the condemnation suit and get title, so that we could be first in line for funds from any source. The city fathers should understand that an airport is a vital necessity to the development of our town. I don't want anything done which will jeopardize the construction of this airport between now and the opening of the 1936 season...

* * * * *

Gordon B. Anderson to Moore, May 29, 1935

...I am still awaiting the reports which I have asked for, and wonder why they are not here. I am extremely busy, and have to allot my time between various projects which I am following, and it seriously inconveniences me when I have to follow up requests....

* * * * *

John J. White to Gordon B. Anderson, June 11, 1935

I have just received from Major McMullen a book giving a proposed ten-year plan of aviation development in Florida. In one section of this book they show the proposed Boca Raton airport and the amount to be expended on same.

Of course, as I have written you before, it is going to be more and more difficult to obtain grants from the Federal government and I hope that nothing is going to delay the acquiring of the land at Boca Raton so that this project cannot be held up on account of lack of funds. Personally, I question whether it could be at all possible to have funds of this type available after this year.

The proposed Boca Raton airport is shown as an all-way field and this to my mind would make it one of the best in the country. I know that Major McMullen is very anxious to get this airport going, to say nothing of how I feel about it myself, and I trust that a start is to be made this summer so that the field can be used during the coming season....

* * * * *

Gordon B. Anderson to Moore, June 18, 1935

....There is enclosed herewith a letter I have received from John White about the aviation field. I want something very

definite to report to him, so please write me immediately....

* * * * *

Moore to Anderson, June 1, 1935

...I have had nothing very much to write about, that is nothing definite, and that is the reason that I have delayed as long as I have.

In reference to the air-port. Saw McMullen last week, he is the head of that department in Florida, and he gave me the following set up that he had applied for.

Construction, 1st and 2nd year	12,000.00
Maintenance " " " "	807.00
" next 2 years	2,004.00
" " "	2,004.00
" " "	2,004.00

For immediate construction of B type hangar, 60' x 80' 12,000.00

The item of 12,000.00 for construction first two years is intended to provide an all way field, that is three runways. The maintenance item includes lighting also.

He did not know however when funds would be available to begin work, but thought that it would be at least six weeks. Rhodes has moved to Palm Beach from Tampa and I will be able to keep in close touch with him and keep the pusher on all the time....

* * * * *

Anderson to Moore, July 3, 1935

I assume that you have either a bad case of hook worm or writer's cramp, but, be that as it may, I want information by return mail on the following:

1. The Airport. I notice that the last publication of the condemnation notice appeared in the Palm Beach Post on June 27th. What definite steps have been taken to actually construct the field or get the allotment of funds for the field? I am entirely in the dark on this matter and it is very embarrassing to get letters from Mr. White which I cannot answer. You will appreciate that he has done a great deal for us on this project. I wish that you would sit down and write me fully....

* * * * *

Moore to Anderson, July 6, 1935

In reference to the Airport. The application has gone in and will be acted on favorably or at least that is what Rhodes tells me. The actual work of construction has been held up on all fields and he told me over phone this morning that it would very likely be the 1st of August before work would begin. He also said that he thought that the Hangar would not go through at this time but that later on we might be able to get it. Due to the fact that the Commercial Bank receiver in Miami filed an

answer to the condemnation proceedings on behalf of the holders of the Trust Certificates we will be delayed a little while longer in getting title. Bill thought that we would have title by this time but it looks like that it will be another two or three weeks yet, due to this fact....

* * * * *

Anderson to Moore, July 9, 1935

...Also, keep me posted on the progress of the airport. In this connection you did not give me an account of the negotiations with the Drainage Commission for the acquisition of the land necessary for the airport. Have you also made a deal with them for future drainage taxes on the airport site?...

* * * * *

Anderson to Moore, July 11, 1935

...I learned that Johnny Olsen is having quite a time getting along. When the airport project is started up, you will be able to take care of him, as he is an invaluable man to us in the winter time and therefore, we have a great interest in seeing that he gets temporary employment when he is out of work at the Club....

* * * * *

Anderson to Moore, July 15, 1935

I noticed in this week's Time magazine that the work on the aviation fields had been divided between Secretary Ickes and Harry Hopkins, the Federal Relief Administrator. As I recall it, Ickes would have charge of the buildings, hangars, etc., and Hopkins would have charge of the preparations of the field. Of course, you know that this project is #1 on our list and I hope that you are not losing a minute in following it up....

* * * * *

Anderson to Moore, August 1, 1935

...I am also anxious to learn about the airport. Will you kindly wire me any news concerning it. Do you think that if I came to Florida, I could be helpful in getting the appropriation. McMullen has told White that he was prepared to do his part. We cannot afford to lose this opportunity....

* * * * *

Moore to Anderson, August 8, 1935

Since wiring you last week in reference to airport I saw and talked with Johnny Rhodes again. He says that all that can be done on this end has already been done. It is up to the authori-

ties in Washington to release the money to begin work. He suggests that something might be done on that end through the Bureau of Air Commerce in Washington. If you could see Mark Wilcox and have a talk with him he might be able to help things along some also.

I waited until the airport had been passed through the local offices and through Jacksonville and sent on to Washington before starting anything else on any other projects about the playgrounds and the beach. With a limited amount of relief labor in this district the airport will consume all of it and I did not want to start anything that would interfere in any way with that....

* * * * *

Moore to Anderson, August 29, 1935

...Dont imagine that you had gotten the day letter that I sent early this morning stating that our airport project had been approved by the President yesterday when you wired me the first time.

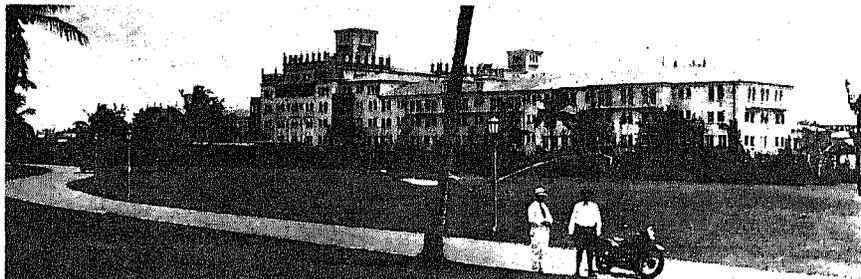
...The hold up on the whole thing has been in Washington as the project was approved in the Jacksonville office early in August and sent on. That is why I wrote you on August 8th explaining that everything here that could be done had been and the only hold up from there on out would be on the other end and suggested that you go to Washington and see what could be done there to hurry things along...I think the question of getting started to work on the airport is more one of untangling the red tape that these things have to go through in Washington than any thing else....

* * * * *

Moore to Anderson, October 23, 1935

...The airport is still standing still. Talked with Reck (He is the one now in charge of the West Palm office) just before noon. He had just talked with Rickard in Jax and Rickard told him that he had just received word that ten of the projects that had been stopped had been reinstated, but he at that time didn't know which ones they were. Will very likely know something definite about that by tomorrow. I feel pretty sure that ours are among them.

* * * * *



March 14, 1936

Summary of Contributions from TOWN of BOCA RATON
for the Boca Raton AIRPORT, project 301

Land, 185 acres	\$500.00
Salary of Superintendent	980.00
Labor	45.57
Equipment	371.25
Other	120.34

\$ 1997.16

Town of Boca Raton Florida

by W C Disbrow Jr

* * * * *

*Anderson to John Rhodes, Airport Supervisor (West Palm Beach)
June 17, 1936*

I was glad to learn from your letter of June 15th that as of June 30th, the entire landing area will be cleared and grubbed, and the parking and approach areas in the south part of the property will be cleared of timber.

I note what you say about revising the WPA proposal for completing the Airport. I am sure that the Town of Boca Raton will readily and promptly go along with any recommendations that you may make, both in the work to be included in the project for the completion of the Airport, and the method of carrying out those plans.

I realize that until Congress passes the Relief Bill, and you receive instructions concerning the preparation of projects, that Boca Raton cannot submit a new project. We are all hopeful that the delay will be short lived because Florida needs landing fields with complete facilities for handling planes, and the Boca Raton Airport is a very necessary and important link.

I want to thank you for the hard and intelligent work which you have given this project....

* * * * *

Boca Raton Airport Report, June 23 & 25, 1936, John Rhodes, Airport Supervisor, to Anderson, Moore, A.B. McMullen.

On June 23, I talked to Mr. Disbrow and Earl Moore about Boca Raton Airport and made an engagement with Mr. Disbrow for Thursday the 25th, at which time I would give him a definite layout for the new project. On Thursday, the 25th, I stopped in Boca Raton on my way from Miami and had a long conference with Mr. Disbrow and Earl Moore. I took a blue print of the field and on it laid out exact areas to be paved on runways, taxi strips, hangar aprons, and entrance roadway. I located the hangar and Administration Building, and gave Mr. Disbrow other necessary information needed to estimate the exact work to be done on the field.

Mr. Disbrow had planned on leaving Boca Raton on July 15. He had asked the City to increase his salary, which they refused to do, and I understand he refuses to work for the same salary any longer. I told him that since he had been down there more than a year, and knew more about the project than anyone else, that I considered it his duty to give as much help as possible in drawing up this new project. I told him he must realize the comparative scarcity of labor in this locality in estimating what could be done, and that project be set up to run for ten months. I told him that projects would be figured in terms of man hours for labor, and estimated cost of all materials and equipment. He has of course most of this information already because he worked up the large project which I cut approximately in two. The project I will submit for Boca Raton will have two paved runways, the NW-SE 3200' long and NE-SW 2500' long, a 100' x 100' steel hangar, Administration Building, and sodded landing area to provide landing strips north and south and east and west with boundary lights and beacon. We should have complete plans on this revised layout within a week or ten days, and as soon as prints are made, I will send you a copy.

In as much as Mr. Disbrow is leaving Boca Raton and as I have previously stated that the superintendent on the job should be a WPA employee, I don't know what form the town's contribution will take. They can hire an instrument man and rodman to do the occasional engineering work needed on the new project cheaper than they can employ a full time engineer. The WPA superintendent on the job will necessarily be a man who is capable of properly running such a project.

The City can furnish limerock and grass for sprigging, but they cannot dig or haul the rock. Possibly they can continue, if necessary, to haul labor when needed and if available, from Delray Beach or Boynton for work on the field. I believe that their contributions will be in the form of contributed engineering services, limerock, grass and sprigging, and possibly transportation of labor, with a possible additional cash, material, or equipment hire item. I imagine though that the total amount of the sponsor's contribution cannot be given until Mr. Disbrow completes his estimate of cost of this revised project at which time such items as are most easily furnished by the City can be picked out and the correct values for these items set up.

Of course the entire new project will be drawn up on whatever forms are designated for such purposes and will be supported by proper statements of desirability, necessity and so on, for

this work, as well as complete plans and specifications. However, I must have from the Aviation Division in Jacksonville, the necessary plans, specifications, and bills or materials for the 100' x 100' standard hangar.

cc; Anderson
Moore
A. B. McMullen

* * * * *

Moore to Anderson, July 18, 1936

...I have been trying to get some action on the airport for the last month and get the project made out and submitted. We finally got what we think is the right dope and I had Disbrow make it out after I talked with you the other night and take it up to Johnny yesterday. I saw Johnny Friday and told him what we had in mind. That is to send it on to you and let you work that end with Hopkins. He thought it a very good idea but thought that we also should submit it to the Miami office at the same time and see what their reaction would be. I was in the Miami office Thursday. Did not get to see Sanquist (He is Director of this District since the consolidation) as he was in Jacksonville but find out enough from the Chief Engineer to know that they wouldn't pass it with the per man year figure at \$1600.00 instead of around \$600.00 as they had been instructed to do. After Disbrow carried the project up to him yesterday he wanted another change made in it which will delay it in getting away to you until Wednesday as Johnny will be out of town until then. Fiddling around finding out what to do has taken up a heck of a lot of time. I guess Johnny is plenty busy but seems like things have dragged unnecessarily, maybe not.

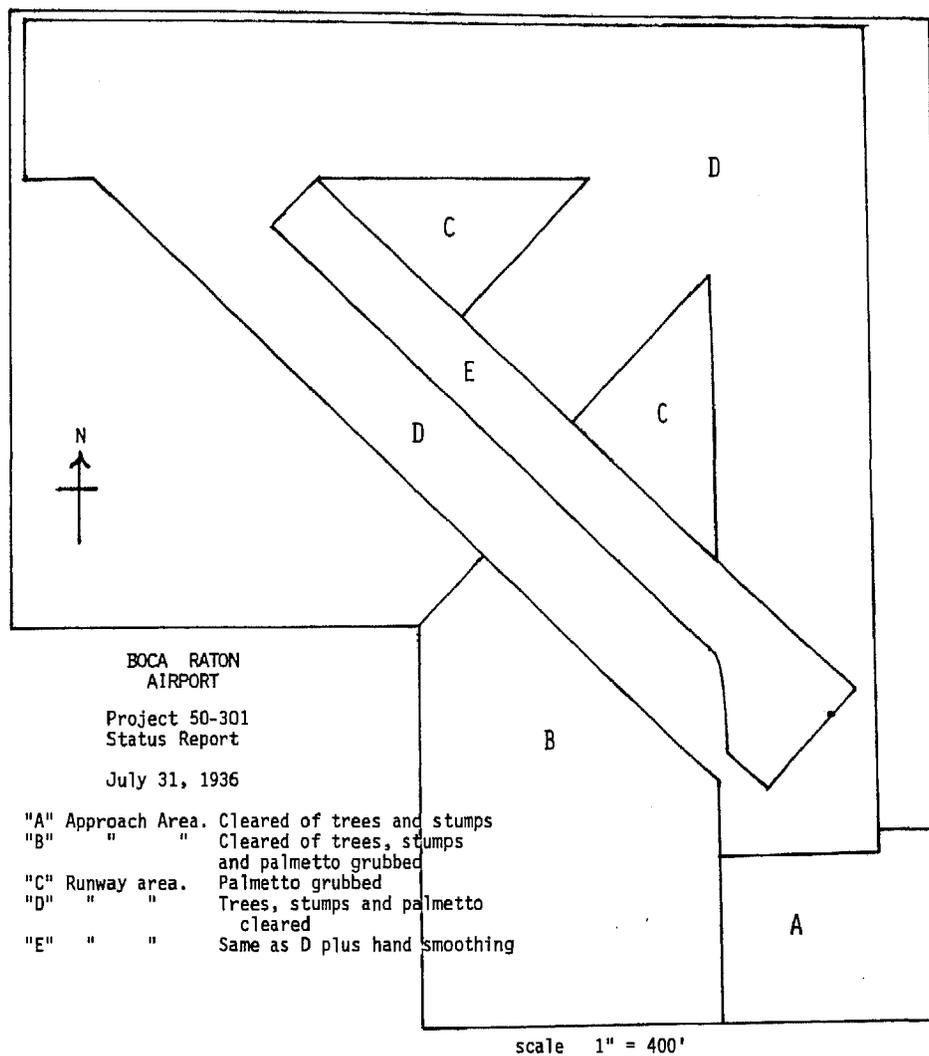
Our donation will amount to a little over \$15,000 of which \$6200.00 is taken care of as rock. The other 4700.00 for rental of equipment and \$4000.00 for skilled labor in the erection of the hangar. This will make our cash outlay about \$9000.00 and I don't think that that can be shaved down much in actual operation. The budget for next year does not have to be set until September and I guess that you will be down here before that time and we can go over it and do whatever is necessary....

* * * * *

Anderson to Major A. B. McMullen, Aviation Division, State Road Department of Florida, June 29, 1936

...In my previous correspondence concerning the new project, I intimated that I felt \$132,000. was out of line. Frankly, I felt that that figure might defeat the project, so you can see that I heartily agree with cutting the project to Sixty or Seventy-Five Thousand Dollars, because with that expenditure we will have a very fine plant.

After careful thought on the subject, I have concluded that it probably would be a mistake for me to see Harry Hopkins before our project was in official form and had passed through the



Jacksonville office. I have the time to go to Washington and see Mr. Hopkins but concluded that it would be a mistake to run down here until there was something official before him. If, however, you think that a personal visit would help us, I will drop everything and go there at this time, and then I could go down again when the project had taken form. I understand that his Department has not as yet issued their instructions, that the forms have not been sent out for proposed work, and that probably they have not as yet decided a great many points which will affect the new projects. I also held it unwise to go to see him while Congress was still in session and the main subject of conversation was the Democratic Convention, involving the platform and President's plans, etc. No doubt you are in close contact with Mr. Lynchon and it might be wise to briefly discuss the matter with him and then let me know what conclusions you arrive at....

* * * * *

Anderson to Moore, October 16, 1936

I got back to the office this morning after spending what I think was a very profitable day in Washington yesterday. It is too early to tell, but I was well received and I am very hopeful for quick results, although one never can tell....

* * * * *

Anderson to Moore, October 19, 1936

I suggest that you get in touch with R. B. Stewart of Ft. Myers, or whoever gets the contract, and get the information about the starting and completion dates on the project, also, as I wrote you, try to have the work started at the North end and progress Southward. Please keep me posted.

I believe the Florida Power and Light Company have a telephone at the sub-station near the airport. We should have a telephone at the airport. See what can be done about using their line because it would be very expensive to construct a line from the airport into town....

* * * * *

Anderson to Moore, May 27, 1937

I recently asked you about clearing up the title of the airport property and you told me there was a Bill in the Legislature, which would surely pass, which in effect provided that State and County taxes would be cancelled. In Tuesday morning's Palm Beach Post, I note a statement which reads as follows: "The Senate also passed Representative Morrow's bill to cancel taxes on land in West Palm Beach used for Palm Beach County purposes." Evidently this is a special Bill for a special purpose, and I am wondering what the status of the Bill is which will give us relief. Some time ago I read an account of a Court decision which gave me the impression that the County Commission did not have the power to cancel certain tax certificates. I know this question came up

A to M May 27, 1937 cont.

when we first dealt with the Commissioners, and they suggested a sale for a nominal value, but I think that this question also has been decided by the courts. What I want to do is to be sure that our title to all the acreage is clear and not subject to taxation.

I believe there are certain drainage taxes which had to be adjusted and that there may be a continuance of taxes from this source. We have proven our title to the land by certain statements made to the Federal Government, but if anyone thoroughly investigates our title they will surely dig up these unpaid taxes, and as the airport is now a very valuable piece of property, and will become much more valuable as years go on, we must perfect our title to the smallest detail at this time, or otherwise I can see the possibility of a slick crowd coming in and by some hook or crook try to get title.

I have in mind trying to get someone to build a hangar in the event the Town cannot do so with the aid of Federal funds. Anyone putting a hangar on this property under lease is going to be darn sure that the Town has a perfect title.

We talked about this matter a year ago, yet nothing has been done. I think that you should go into the matter and make a statement showing the things that have to be cleaned up, and get on the public record the fact that the Town of Boca Raton, as a municipality, owns the fee to the airport property....

* * * * *

McMullen to J. D. Peterson, District Engineer, WPA, May 28, 1937

A report from our field representative has just been received stating that the Boca Raton airport project...would be suspended about the middle of June due to Federal funds being exhausted at that time.

It is noted in this report that considerable grassing, fine grading and ditching still remains to be done, as well as the construction of a concrete identification circle.

As the above-mentioned work requires very little material and a large amount of labor and means much to the safety and usefulness of the airport, it is hoped that a supplementary project will be initiated to complete the airport in a satisfactory manner....

* * * * *

Anderson to McMullen, June 3, 1937 (now, Chief, Airport Section, Department of Commerce, Washington, D.C.)

...You will recall that our last project, which included a hangar and other work to complete the field, was approved by the Florida WPA authorities and also by Washington. However, the rule or regulation by which all projects were allotted \$5. of material per month per man kicked our project out of the window. I talked this matter over with Mr. Sandquist and his Engineer, Mr. Disbrow, and they told me that their hands were absolutely tied and there was no way to proceed with the construction of the hangar, but they left me with the impression that matters might change some time

his summer, and I imagined that they were speculating somewhat on a change of attitude after the Billion and One-Half Relief Bill had passed through Congress.

I am familiar with the fact that our present appropriation under the original project will have been expended some time this month, and I went over in quite some detail with Mr. Emrich, the man in charge of constructing the Airport, to determine the unfinished work at the time he and his force were called off the job. We estimated that there would be approximately Fifty-three and one-half acres of runway to sprig, which is a little less than one-half the area of the four runways. He will have completed the grading and disking of all the runways, and will have sprigged a little more than one-half of them.

After considering that it would take sixty to ninety days to get another project approved, and after considering that we were betting on a sure thing, I arranged before leaving Boca Raton to finish the sprigging ourselves. I was going to lend the Town supervisory help and a truck and then have our men organizing on the Town's payroll, and we felt that we could complete work in about one week, under favorable weather conditions, at a cost of about \$600.00. In order to get the best results, the work should be done after the first rains fall, and all in all we could do the job ourselves for a few hundred dollars whereunder a WPA project it would involve thousands of dollars, besides many delays. You will appreciate that I was not looking for places to spend money, but I do want a good four-way field next winter and the only way to get it was to plan to do the work as soon as possible in order to get full coverage this summer and all.

We are all so disappointed we will not have a hangar nor a circle, but I have not given up all hope yet. If you have any suggestions, I would very much appreciate it if you will pass them on....

It would do your heart good to see the field in its present condition. I think a great deal has been accomplished and a great deal of it due to your interest.

I do not know Whitney, who is the Governor's appointee of the Aviation Department, but I think steps should be taken to interest him in our field. The whole bottom fell out when you left, but I am hopeful that you can save a great deal by using your wide influence in educating the people in power to contribute something toward aviation in Florida. I will be glad to write letters to anyone you suggest and also include in those letters anything you might think would help the cause....

* * * * *

Anderson to Moore, July 15, 1937

...I immediately wrote McMullen at Washington to expedite the inspection of the field...I also told Mac that the Town is going to finish sprigging the field but what we were after is a hangar and boundary lights.

I have not changed my mind about finishing the sprigging because if we wait for more funds from WPA we will not have a good field next winter, and I have not given up hope yet that we cannot

A to M, July 15, 1937 cont.

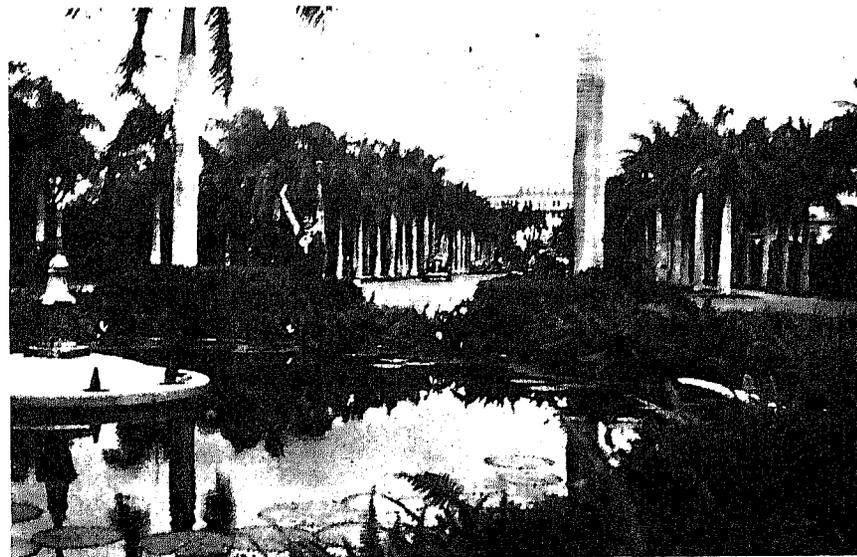
get a hangar and the lights largely through Federal funds.

I hope that you can impress upon Whitney what an important field the Boca Raton field is. We must be very careful not to create the impression that it is of convenience only to the Boca Raton Club. I have driven home at every opportunity the fact that hundreds of Army and Navy planes are flying over us all the time, particularly at the time of the maneuvers in the South; that Boca Raton is the only field on which Eastern Air Line Transports can land between West Palm Beach and Miami, and that the air travel of private planes is very heavy during the winter months; that a plane cannot land on the beach because of the sand being too soft, and at high tide there is no beach; that our golf courses are so full of traps and bunkers that a safe landing cannot be made there, which is evidence by the fact that every forced landing has resulted in a cracked-up ship....

* * * * *

Anderson to Moore, December 10, 1937

...Lets temporarily drop the matter of a new project for the airport. I think that we can pitch in and clean it up cheaper than fooling around with the government....



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Mrs. Peter (Nancy) Schmidt
Mrs. Francis (Arlene) Schuyler
Mrs J. Clinton (Gretchen) Scott
G. Howard Shamberg
John T. Shoup, Jr.
Mrs. Richard (Holly) Sjoberg
Mr & Mrs William (Lois) Slavins
Mr & Mrs Stephen (Jamie) Snyder
Mr & Mrs L Bert (Doris Ann) Stephens
Mrs. H. Lynn (Eva) Stewart
R. B. Stewart
Reverend Robert W. Switz
Mrs. Lois Tarbox
Mrs. Catherine C. Toomey
Mrs. W. R. (Patty) Trevarthen, Jr.
Mrs. Patrick J. (Nancy) Toomey
Mrs. John (Stephanie) Truesdale
Mr & Mrs Robert D (Mary) Tylander
Rena P. Vaillancourt
Mrs. B. J. (F. Chris) VanCott
Ltc. F. P. Vanthielen
Mrs. Richard (Colleen) Venezia
Mrs. Charles (Jan) Waldner
R. E. Wallace
Mrs. William (Marge) Watt, Jr.
Sandra L. Wesley
Mrs. Donna C. White
Mr & Mrs W. George Whitehouse

WORKS PROGRESS ADMINISTRATION
PROJECT PROPOSAL

15V-3V-4014

Amount requested, \$ _____ W. P. A. Work Project No. 65-35-296 Date _____
Amount approved, \$ _____ Serial No. _____ Date _____

(Sponsor is not to write above line)

Sponsor's proposal No. 5 Date of proposal October 6, 1936

To: WORKS PROGRESS ADMINISTRATION OF Miami 3 Florida
(Local) (District) (State)

1. Request is hereby made that the following proposal be reviewed and that a formal application be made for an allotment of funds for this project under the rules and regulations of the Works Progress Administration.

From: Town of Boca Raton Town of Boca Raton Palm Beach Florida
(Sponsor) (City, town, village) (County) (State)

2. Location of project: 1 1/2 miles NW Boca Raton Palm Beach Florida
(City, town, village) (County) (State)

3. Description of project and character of work:
For completion of Boca Raton Airport. Work consisting of grubbing, grading, construction of 100' x 100' hangar and concrete circle. Airport located in NE 1/4 of SE 1/4 and S 1/4 of NE 1/4 of Sec. 13, T-47-S, R-42-E, and W 1/4 of SW 1/4, W 1/4 of E 1/4 of SW 1/4, S 1/4 of SW 1/4 of NW 1/4, W 1/4 of SW 1/4 of SE 1/4 of NW 1/4 of Sec. 18, T-47-S, R-43-E, Palm Beach County, Florida.

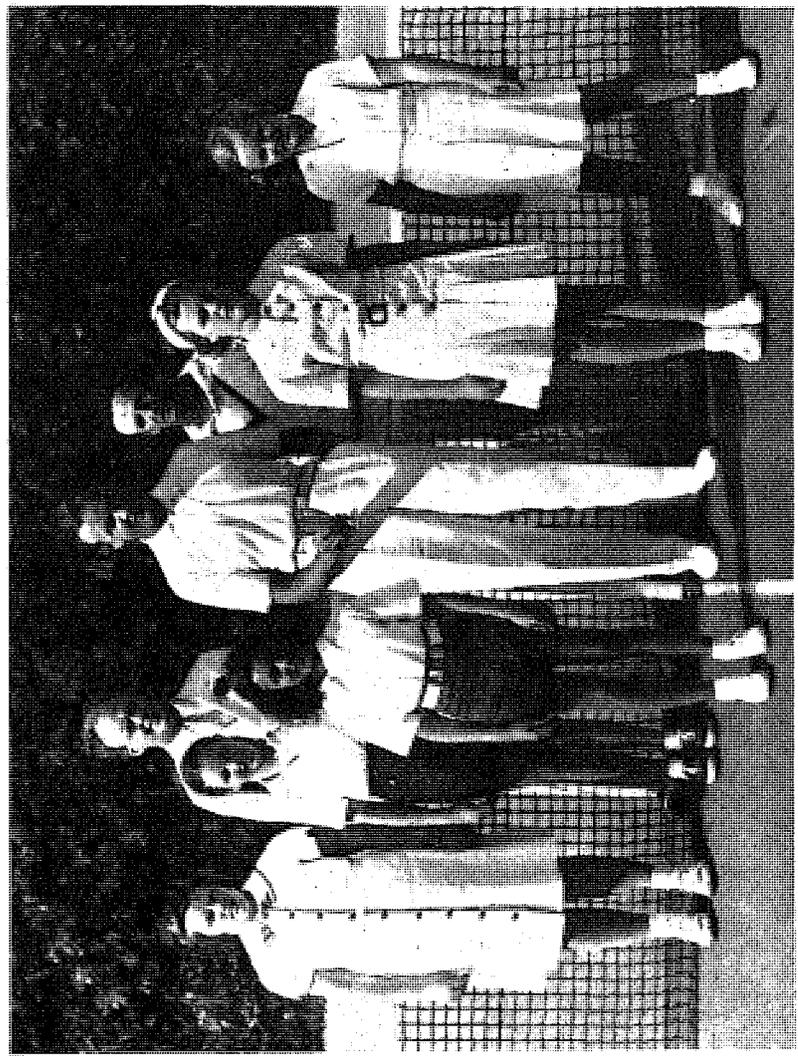
On property owned by Town of Boca Raton as shown by deeds recorded in Deed Book 517, Page 293 and Book 453, Page 101, of the Public Records of Palm Beach County, Florida.

To continue work previously started under Official Project #65-35-296.

4. Summary of estimated costs:

Item of cost (1)	Federal funds (2)		Sponsor's contributions (3)		Total (4)	
	Amount (Dollars)	%	Amount (Dollars)	%	Amount (Dollars)	%
a. Labor:						
1. Unskilled.....	17400.00	45			17400.00	34
2. Intermediate.....	1290.00	3			1290.00	3
3. Skilled.....	5712.00	15			5712.00	11
4. Professional and technical.....						
SUBTOTAL (a).....	24402.00	63			24402.00	48
b. Superintendence.....	4120.00	11			4120.00	8
SUBTOTAL (a) plus (b).....	28522.00	74			28522.00	56
c. Material, equipment, and other costs:						
1. Material and supplies.....	10015.00	26	6165.00	52	16180.00	32
2. Equipment rentals.....			5704.00	48	5704.00	12
3. Other direct costs.....						
SUBTOTAL (c) only.....	10015.00	26	11869.00	100	21884.00	44
TOTAL COST OF PROJECT.....	38537.00	100	11869.00	100	50406.00	100

4 SPONSOR'S COPY.



Gordon Anderson, Top row, First from Left