

Jason Webb and Zac Weber, FWA engineers, inspected the eaves on hangars 2 and 3 on October 7, 2010 and found that the overhangs were failing.

- 1) They inspected the shingles, roof deck and fascia and found that all are rotten and starting to fall off of the building.
- 2) With the bird screening and associated frame work the structure is not visible, so they could not give the status of the structure.
- 3) The attached stairs are not code compliant and have failed in some locations.
- 4) In order to ascertain the condition of the roof structure the roof deck will have to be removed. There is some evidence of structural failure as there is notable deflection at the eave. Anytime there is this level of rot in the roofing materials, you can also have water damage extending into the substructure.
- 5) Their recommendation was to have the roof scraped immediately to remove all of the loose debris, and to remove the full overhang as soon as possible.
6. DPW is working on a life safety analysis to determine whether or not the stairs are still required. If the stairs are required, they will need to be built to current code specifications which will require a larger shaft and using the space currently occupied by the pocket door enclosures/overhang supports.
8. The overhangs still house the metal tracks for the original doors. These are large, very heavy metal pieces, which without the original doors, have been solely supported by the pocket door enclosures. Removal of these elements will alleviate structural stress on the hangars.
7. Also, removal of the overhang will allow for inspection of the end trusses.