Glenn Boornazian

President and Principal Conservator, Integrated Conservation Resources, Inc.

Biography

In 1988, Glenn started what would become Integrated Conservation Resources, and Integrated Conservation Contracting, in order to combine investigative architectural conservation services with high-quality conservation contracting. His expertise includes specialized conditions investigation, materials testing, analysis, and the implementation of architectural conservation treatment programs. After studying at Columbia University's Graduate Program in Historic Preservation, Glenn served as Staff Conservator for the Center for Preservation Research at Columbia University, and Director of Restoration for the Nantucket Historical Association. He was an Adjunct Assistant Professor at Columbia University's Graduate Program in Historic Preservation from 1996 to 2002, and speaks widely on historic preservation issues. Glenn currently serves as a Trustee on the James Marston Fitch Charitable Foundation and as the Chairman of the Planning Board of Advocates for the College of Design, Construction and Planning at the University of Gainesville, Florida.

Concrete Metaphysics

The mid 1950s was the start of a new era in the history of aviation in the United States and it was also a new period in American architecture. Architects such as Frank Lloyd Wright and Eero Saarinen were taking advantage of the plastic nature of concrete to create structures that were both a blend of sculpture and architecture. Saarinen had a strong belief that a building is all one thing. "That the inside and the outside should sing with the same message. That every detail must be studied and worked to this end like parts of a great giant unified piece of sculpture".

TWA Flight Terminal at John F. Kennedy Airport (then Idlewild Airport), New York NY, Eero Saarinen, Architect. . Photo credit: Ezra Stoller

This presentation will highlight the details the Saarinen team focused on in the design phase of the TWA Flight Center as well as the materials and methods employed during construction. Saarinen's careful study of each and every detail included those associated with the selection of a specific concrete mix used to pour the shells and piers, the water temperature, the exact time the admixture should be blended, and the amount of time the concrete could stay in the mixing truck. It was also Saarinen's intention to have the shell surface retain the appearance and texture of the concrete. This attention to detail culminated with a high quality structure that has held up well over time.

Over the years, leaks began to develop and as a result opaque coatings were applied. This presentation will also focus on the condition of the concrete today as well as the design of a conservation repair program.