

November 29, 2010

Senator Lamar Alexander
455 Dirksen Senate Office Building
Washington, DC 20510

Dear Senator Alexander,

On June 8, 2010 Lauren Caldwell with your office in Washington D.C. contacted me by leaving me the following voicemail which pertains to the damaged walls beneath Runway 9/27 at Memphis International Airport:

“Mr. Cobb this is Lauren [Caldwell] with Senator Lamar Alexander’s office. I’m calling in response to a message we received from you regarding the Memphis Airport and concerns you have with the runway and the [Hurricane Creek Tunnel](#). I just wanted to let you know we are aware of the issue there and actually have put in a funding request to help address the issues there and hopefully fix that problem. We’ve also...I’m going to send your information over to the FAA as well. If you have any questions and you want to return my call, my number is 202-224-9847 and I’d be happy to speak with you further. Thank you.”

If you have watched the videos I have posted on YouTube showing in detail just how extensive the damage is to all of the walls which are supporting Runway 9/27 you should understand that your office’s reaction to investigate this issue was correct. What the Memphis Shelby County Airport Authority (MSCAA) have done is attempt to cover up the issue by presenting an evaluation by the Kimley-Horn Engineering firm. Kimley-Horn stated in their report that one wall of the Hurricane Creek Tunnel was “misaligned” due to the concrete molds being out of place when the original walls were constructed in 1985.

Kimley-Horn was never intended to serve as an independent evaluation firm. They were already on the MSCAA’s payroll. What Kimley-Horn chose to leave out of their report was that the single misaligned wall was actually only one of five damaged walls and that the location of the five damaged walls was exactly beneath Runway 9/27.

I believe when Ms. Caldwell contacted the MSCAA in June they panicked by telling her that funding had already been approved by your office to address the issue of the damaged walls. I am writing to you now to inform you that the MSCAA is continuing to deny that any of the walls supporting Runway 9/27 are damaged and that they don’t know who Ms. Caldwell may have spoken to about the funding for repairs. This continues to be an extremely urgent and dangerous issue. December 1st is the start of FedEx’s busiest month for landings and take-offs at Memphis International Airport. With no additional support for the damaged walls beneath Runway 9/27, I continue to believe the runway will collapse

under the additional stress of increased use and loads. I need to know who Ms. Caldwell spoke to at the MSCAA.

Would you please have Ms. Caldwell contact the Memphis Shelby County Airport Authority and determine exactly who she spoke to prior to leaving me her voice mail on June 8, 2010.

Sincerely,

Guy Cobb

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