



Sculptor Milton Hebard crafted the zodiac works.

ed in restoring them, but it is finding a place big enough so people can enjoy them," said Blumensaadt, a member of the San Francisco-based Pan Am Historical Foundation.

The sculptures — taking up about 220 feet in length, or about two-thirds of a football field — "are too big for a museum," she said.

In 1960, when they were hung at the terminal, the pieces were among the largest sculpture installations in the world, according to Pushkin. He said they would be a perfect display of public art on Governors Island in New York Harbor, adding "People would see them and love them forever."

The Port Authority owns the sculptures and would "allow a legitimate art institution to take them," spokesman Ron Marsico said. Scale models of the zodiac sculptures that Hebard made before completing the larger versions will be part of an aviation museum at the historic and newly renovated TWA terminal, Marsico said. An opening date for the terminal museum, which would include memorabilia from Pan Am's glory days as well as those of the Worldport, has not been set.

Genna is still hoping there's a home for the life-size sculptures.

"We disposed of the Worldport for a parking lot and now we are letting these works of art lay broken in crates. We don't know how to preserve art," said Genna, who has vowed not to give up. "It's like a dog with a bone. You never let go."

Looking out for school

■ **Senator: Kings Point academy needs advocate**

■ **Legislation aims to revive congressional board**

BY JENNIFER BARRIOS
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A bipartisan coalition of lawmakers has introduced legislation designed to strengthen a congressional board that oversees the U.S. Merchant Marine Academy in Kings Point.

Sen. John Boozman (R-Ark.) said the cancellation of classes at the academy during October's federal government shutdown spurred him to propose reviving the U.S. Merchant Marine Academy Board of Visitors, an eight-member panel tasked with making recommendations about the academy's operations to the academy and its overseer, the Department of Transportation.

The Kings Point academy was left out of the emergency Pay our Military Act, meaning classes were canceled there during the partial shutdown, but not at other federal service academies.

A more active board could have stepped in to make sure the academy was not affected by the shutdown, said



Midshipmen march at the U.S. Merchant Marine Academy in Kings Point in September.

Boozman, who serves on the panel.

"We looked at the structure of the Board of Visitors and really didn't feel like it was a strong organization," said Boozman, whose bill was co-sponsored by Sens. Susan Collins (R-Maine) and James Inhofe (R-Okla.). "It's fallen by the wayside through the years."

The board, made up of members of the House and Senate, has not met regularly and has been mostly dormant, although it met informally during the shutdown.

The legislation, introduced this month, would expand board membership to 15, allow for membership by

academy alumni and representatives from the maritime industry, and let members continue on the board until a successor is named.

It also would require the board to visit the academy annually, after which it would report its findings and recommendations to the president. The legislation also would require the Department of Transportation to designate an officer to support the board's functions.

"The intention is to make it much more responsive," said Rep. Peter King (R-Seafood), a board member and co-sponsor of companion legislation in the House, along with

Reps. Tim Bishop (D-Southampton), Carolyn McCarthy (D-Mineola) and Alan Nunnelee (R-Miss.). Rep. Michael Grimm (R-Staten Island) is the sponsor.

The Transportation Department issued a statement this month saying it was reviewing the proposed legislation and appreciated the "continued congressional support of the USMMA."

Jim Tobin, president of the USMMA Alumni Association and Foundation, said the legislation is needed to re-energize the board. "Now we have an entity that can be an official oversight of the academy," he said.

Developer: Sewers key for area

BY DEBORAH S. MORRIS
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Huntington Station's master developer has identified the next major hurdle for the hamlet's revitalization: sewers.

Ryan Porter, vice president of planning and development for Renaissance Downtowns, discussed some of the infrastructure challenges of the area south of the railroad tracks to West 11th Street on Route 110, at last week's monthly NAACP meeting at the South Huntington Public Library.

He said while his company works on projects north of the train tracks at Route 110, including a hotel and the site of a former brake shop — where there are sewers — re-development of the other area and its lack of sewers is equally

important.

"We have to be strategic," Porter said. "The strategy we think is a prudent one to move forward with is to accelerate development in areas within our revitalization district that are sewered, while we spend time figuring out with the town in partnership, the infrastructure solutions for the areas that are not sewered."

The area that is under development is served by the Huntington Treatment Plant on Creek Road in Halesite. It runs from the north side of the train tracks to the treatment facility, with varying east and west boundaries.

He said resolving the sewer issue will be a complex process, but he hopes planning this year could allow for de-

velopment projects to begin next year.

"We've met multiple times with the Huntington wastewater department, toured the Halesite sewer plant on multiple occasions; we know the capacity, the issues, the upgrades," he said. "That's a big push for us to collaborate with them on some of these infrastructure issues moving forward."

Town Supervisor Frank Petrone said he plans to call on Huntington's county representatives to help resolve the issue. He said one of the solutions being considered is hooking the unsewered area to the Walt Whitman Shops, which is part of the Southwest Sewer District.

"We're exploring," Petrone said. "Sewers are the way to go

environmentally, and it would also permit a much faster and much more expansive restoration."

"There are a whole host of things that can be done," he said. "Each one of them has different costs, different realities, different areas it would serve. It's quite a complex process," he said. Porter said it is too early to place a price tag on any sewer project.

Zoning changes were approved last month for the centerpiece for the revitalization, a hotel, planned for the southwest corner of New York Avenue and Railroad Street. Porter said they are going through the State Environmental Quality Review Act for all the projects that have been greenlighted in the hamlet and considering brands for the hotel.