

OUR 88TH YEAR

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STEEL COMPANY

**BETTER ENGINEERED  
SOLUTIONS  
FOR ALL DOOR  
APPLICATIONS**





**AWARD WINNING  
500 SERIES SLIDE DOORS**  
For The Aviation Industry

**OUR TRACK RECORD  
PROVES IT:**

Number one in the world; Fleming's Quality SERIES 500 DOORS are unsurpassed for reliability. Engineered with exacting standards, then skillfully manufactured, each door is the perfect complement of design, material and workmanship. FLEMING is a pioneer of such remarkable innovations as "Unit Drive" operators, pneumatic safety stops, positive closing devices, electronic "SOFT START/SOFT STOP" systems and many others.

ANY type of slide, swing, vertical lift, or canopy door...for ANY size facility demands the finest quality available. That's the Fleming SERIES 500, the world's STATE-OF-THE-ART quality door.

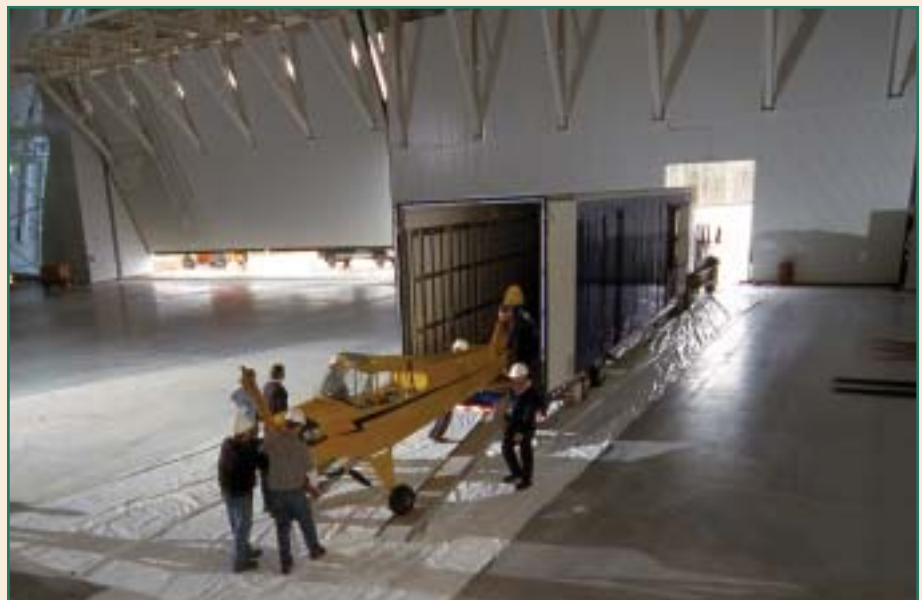
**SMITHSONIAN INSTITUTION  
NATIONAL AIR & SPACE  
MUSEUM UDVAR-HAZY  
CENTER**

**Dulles International Airport**

Phase I, the Main Exhibit Hangar houses Braced Arm Canopy Doors pictured here. Phase II features a 98'-0" wide by 40'-0" high SERIES 100 6-Leaf Motor Operated BIPARTING Hangar Door System for the SPACE HANGAR which will house the Space Shuttle "Enterprise".



The Main Exhibit Hall of the **SMITHSONIAN'S UDVAR-HAZY CENTER** uses two 74'-0" wide by 40'-0" high FLEMING SERIES 500 BRACED ARM CANOPY HANGAR DOORS side by side in both the North and South opening.



Shown is the unloading of a Piper J-3 Cub, first aircraft in the new center. The delivery truck gained access through the 11'-4" wide by 16'-0" high 2-LEAF MANUALLY OPERATED SWING DOOR SYSTEM mounted within the Braced Arm Canopy Hangar door. This door system was added into the Canopy doors so that there was minimal disturbance to the artifacts in the hall when new additions arrived. Both the North and South door Canopy systems have one Swing Truck door.

**UNITED AIRLINE'S** spacious maintenance hangar has two identical and opposite door openings 250'-0" wide by 71'-0" high. Each opening is filled by two (2) sets of outside mounted 3-leaf Motor Operated Series 500 FLOATING GROUP HANGAR DOORS.



With Fleming's SERIES 500 slide door, no part of the door weight is supported by the building. Moving smoothly over rails in the floor, the door is positively guided by top rollers that travel in overhead guides. Slide doors – either inside or outside mounted – stack when open in pockets, cantilevered guides or at the jambs. Special features such as personnel and truck doors, fuselage apertures, sash, plastic panels, louvers, etc. can be provided.

### THREE TYPES OF SLIDE DOORS:

Three basic types of motorized slide doors most popular are:

**INDEPENDENT** (or commonly referred to as **INDIVIDUALLY MOTOR OPERATED** doors) with any number of self-powered leaves, that can move freely to any position in the opening without reference to the jambs or any other door leaf.

**UNIDIRECTIONAL** – any number of leaves, all traveling to one side of the opening.

**BIPARTING** – even numbers of leaves divided at the center with half of the leaves opening to the right jamb and the other half to the left.

**UNIDIRECTIONAL** leaves can be of the **Anchored Group** type in which the jamb leaf is anchored at the building jamb, thereby limiting movement to open and close.

**BIPARTING** leaves can be of the **ANCHORED GROUP** or the **FLOATING GROUP** type. **FLOATING GROUP** leaves are inter-connected to each other, but are not attached to the building in any way, and can open from either direction and move as a group abreast of each other.



**USAIRWAY'S** colorful Line Maintenance Hangar at Philadelphia International Airport. This unique facility features a clear opening of 295'-0" wide by 66'-6" high and is filled by a 6-leaf **INDIVIDUALLY MOTOR OPERATED** Series 500 door system.



**KOREAN AIR'S** uniquely designed new Operation Center at Kimpo International Airport in Seoul, Korea houses an 8-leaf individually motor operated Fleming Series 500 door system for a 578'-0" wide by 83'-0" high clear opening. The doors are clad with a Lexan curtain wall system from 10'-0" A.F.F. elevation to within 4'-0" of the top and are designed for typhoon winds.



Built originally for **PAN AMERICAN WORLD AIRWAYS** at Kennedy International Airport, this hangar features four bays; each 265' wide and has 4 coupled Fleming Slide Doors controlled from cabs at each end of the "Train." Fleming **CANOPY DOORS** 80' wide by 35' high pass the high tails of B-747's. **VERTICAL LIFT DOORS** 21' wide by 16' high admit service vehicles.



## AWARD WINNING 500 SERIES SLIDE DOORS For The Aviation Industry

Fleming's highly acclaimed "UNIT DRIVE" motor operators are fast, dependable and rugged. Optional "SOFT START" and "SOFT STOP" electronic packages are available on all SERIES 500 DOOR SYSTEMS. Among Fleming's wide choice of styles, there's a type to fit your installation needs.

BOTTOM DRIVES, TRACTION or FIXED CHAIN styles can be used with Unidirectional and Biparting doors, mounted on leading leaves or jamb leaves, or fixed at the jambs of the opening. The TRACTION style drives one or both wheels by chain and sprocket mechanism; FIXED CHAIN has a positive drive between it and the adjacent leaf.

LINEAR or WRAP-AROUND CABLE SYSTEMS can be used with the drive systems to connect the idler leaves to the drive leaves and move them to the open or closed position.

Fleming engineering provides entry for the tails of the largest aircraft with custom-designed TAIL DOORS. Located above the slide doors, TAIL DOORS are commonly made in three motor-operated types: LIFT, SWING and CANOPY.



**AMERICAN AIRLINE'S** Wide Body Maintenance Hangar at Alliance Airport is the largest cantilevered clear span hangar in the world. This mammoth facility features a door opening measuring 1,270'-0" wide by 73'-0" high.

Filling the opening is an 8-leaf INDIVIDUALLY MOTOR OPERATED Fleming Series 500 door system. Mounted within four of the eight hangar door leaves are four (4) 12'-0" wide by 15'-0" high single section VERTICAL LIFT (THRESHOLDLESS) TRUCK DOORS.

Pictured are four of the eight 160'-0" wide by 73'-0" high by 2'-0" thick Individually Motor Operated doors' leaves stacked behind each other and are powered by tandem Fleming electronic "SOFT START/SOFT STOP UNIT DRIVE" motor operators.



**DELTA AIR LINES'** award winning T.O.C. III Paint Hangar at Atlanta's Hartsfield International Airport features three hangar bays. BAY 10 has a clear opening of 233'-0" wide by 70'-0" high and BAY 11 has a clear opening of 147'-0" wide by 67'-0" high; each of these bays houses a 4-leaf INDIVIDUALLY MOTOR OPERATED door system. BAY 12 features a 5-leaf INDIVIDUALLY MOTOR OPERATED door system in a 177'-0" wide by 67'-0" high clear opening.

# DOORS FOR CORPORATE HANGARS- COMMUTER AIRLINES AND FIXED BASE OPERATORS

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Prudent Corporate Executives, Commuter Managers and FBO's insist on time proven, trouble-free doors to protect costly aircraft or equipment. *THEY DEMAND FAST, RELIABLE, ALL WEATHER OPERATION; MINIMUM MAINTENANCE; SECURITY AGAINST BREAK IN; DOORS MEETING UNDERWRITER'S REQUIREMENTS.* Many incorporate tail doors in their construction for aircraft with high and wide tails and to provide for future aircraft acquisitions.

Their exacting requirements are filled by Fleming's motorized slide doors of the UNIDIRECTIONAL, BIPARTING, FLOATING GROUP, SWING, and INDIVIDUALLY OPERATED types. Or they can satisfy their requirements by utilizing Fleming's motorized overhead doors of the BRACED or UNBRACED CANOPY, CENTERFOLD CANOPY and VERTICAL LIFT types. They can be installed on any pre-engineered or custom designed hangar facility.

Semi Pre-Engineered Series 100 and Custom Built 500 doors are produced to the same "Sound Design - Practical Construction - Fine Workmanship" criteria. They feature Fleming's nationally renowned "Unit Drive" and "Torque Tube" motor operators whose fewer moving parts keep routine maintenance to the barest minimum.

Architectural harmony is readily accomplished using formed door coverings of any configuration, material, and color. Sash or plastic panels, louvres, personnel doors, truck doors, insulated, to individual requirements. *Design, layout information, specifications, and budget costs will be furnished by any Fleming representative.*

When you build your facility, specify and buy Fleming quality for trouble free hangar door service for the life of your hangar. Ask any of our customers.



At Payne Field in Everett, Washington the **NFIC HANGAR** utilized a Fleming Series 100 outside mounted 2-leaf BIPARTING door system for a 48'-0" wide x 30'-0" high clear opening. The curtain wall system provides more than ample light into the facility.



**AMERICAN STORES'** innovative corporate hangar in Salt Lake City was constructed by **CONTINENTAL ENGINEERING CONSTRUCTION**. This unique facility houses three different FLEMING SERIES 100 doors. On the near side (shown) is an 85'-0" wide by 28'-0" high 3-leaf Motor Operated UNIDIRECTIONAL door system. On the far side is a 100'-0" wide by 28'-0" high 4-leaf Motor Operated BIPARTING door system. In between the slide doors is a 40'-0" wide by 16'-0" high 2-section Motor Operated VERTICAL LIFT door.

Visit our website at [www.flemingdoors.com](http://www.flemingdoors.com) for more information.



## SLIDE DOORS FOR CORPORATE HANGARS-COMMUTER AIRLINES AND FIXED BASE OPERATORS

### 100 SERIES DOORS

*Dependable, economical doors, fully engineered to operate every time...year after year.*

Registered professional engineers with over 100 years of combined expertise design all Fleming-Ferguson doors to meet local and national building codes; and the NFPA/NEC codes.

Pre-engineered design and construction give Series 100 Slide or Overhead Doors their dependable operation on any facility – new or old. Carefully matched and balanced systems of leaves and operators economically provide long life strength for constant use.

Specify any siding, insulation, and personnel or GSE doors as desired.

Many purchasers install Series 100 Doors with their own forces as specialized forces and large equipment aren't required. Factory supervision is always available if desired.



**100 SERIES DOORS:** To service its large fleet of Regional Jets, Continental Express at Knoxville, Tennessee uses a Fleming 12-leaf INDIVIDUALLY MOTOR OPERATED door system for a 360'-0" wide by 28'-0" high opening.



**500 SERIES DOORS:** Home port for United Gas Pipeline Company is this beautiful custom built corporate hangar at Houston International. Planned by Engineers of the Southwest, it uses 5 Fleming INDIVIDUALLY Motorized doors to fit a 141'-0" wide by 28'-0" high opening.

### 500 SERIES DOORS

*Award winning—airline quality slide and canopy doors...Internationally recognized as the standard of excellence.*

Professionally designed SERIES 500 DOORS are custom manufactured without compromise in quality, materials, construction and workmanship to be the most reliable available anywhere in the world. That accounts for our many and continuing repeat orders! Fleming has the track record to prove it.

A sound investment in value, in any type and size door – Boeing 747 to Cessna Citation.

Our engineers are available to assist you in the design of your project – with years of experience and sound door ideas.



**HAWKAIRE'S** high tech. facility at Carlotte-Douglas International Airport was designed by Little & Associates. This innovative facility has two Fleming Series 100, 4-leaf FULL FLOATING GROUP hangar door systems in a 212'-0" wide x 27'-11" high clear opening.



**NISSAN'S** new corporate hangar in Smyrna, Tennessee uses a 9-leaf Motor Operated SERIES 100 UNIDIRECTIONAL set of hangar doors in a 120'-0" wide by 28'-0" high opening.



**100 SERIES DOORS:** Tramco Corporation's maintenance facility at Everett, Washington fills their 538'-0" wide by 50'-0" high door opening with 2 sets of 4-leaf and 2 sets of 5-leaf Fleming Motor Operated Full FLOATING GROUP Hangar Doors. Each group of doors is interconnected with a WRAP-AROUND CABLE SYSTEM. The hangar door system also incorporates a 15'-0" wide by 20'-0" ROLLING SHUTTER TAIL DOOR.

Visit our website at [www.flemingdoors.com](http://www.flemingdoors.com) for more information.

Your facility is unique in its design, size and usage. Its Canopy Door must be also...custom designed by Fleming engineers who will carefully assist you in selecting the most suitable type.

The Canopy type door is used not only as the primary door system, but also for special applications; such as an Aircraft Tail Door in combination with slide doors, or Special Vehicle Entry Doors.

**CANOPY DOORS**  
*by Fleming feature...*

- fast, dependable, all-weather operation with absolute safety
- tight weathering for maximum heat conservation.
- low yearly maintenance expense
- optimum usable interior working and exterior apron space
- controlled opening heights for vehicles and smaller aircraft.

**TELESCOPIC CANOPY DOORS –**

Constructed in totally independent horizontal sections, Telescopic Canopy Doors do not require side guides. Any width opening can be filled with a number of sections installed side by side, and operated independently, in combination or in unison.

Each section, normally 60' to 100' wide, consists of a vertically rising lower- and top-hinged upper leaf. The canopy is formed when the lower leaf moves up behind the top leaf and both swing out.

**BRACED ARM CANOPY DOORS –**

The use of one or more independent horizontal sections side by side makes the Braced Arm Canopy Door ideal for any width opening. Each section is an average of between 60' and 100' wide, and may be operated independently or in combination. The bracing system distributes wind loads into the building framework, guiding door movements without a need for jamb or side guides.

**UNBRACED CANOPY DOORS –**  
*for openings up to 130' wide*

Unbraced are single piece doors guided by curved tracks and jamb rollers. Ideal for many types of roofs.

Unbraced Canopy Doors require minimum structural support and headroom requirements. Fleming will locate motor operators at jamps, overhead or at floor level for easy servicing, and the special feature virtually eliminates the nuisance of ice and snow removal. Pleasing architectural effects are possible by using any variety of door coverings.



**GRUMMAN** Aircraft's Paint Building at Bethpage, Long Island, uses two 82'-0" wide by 27'-0" high Fleming Motorized TELESCOPIC CANOPY Doors with two sets of unusual Air Filter Sliding Doors behind them.



**NATURAL GAS PIPELINE COMPANY OF AMERICA'S** Midway Airport facility uses two Fleming Motorized BRACED ARM CANOPY Doors in a 145'-0" wide by 32'-6" high opening. A 10'-0" wide by 14'-0" high insulated rolling steel shutter door was also furnished in one Canopy Door to admit service vehicles.



Where headroom is limited and floor space is at a premium, Fleming INDUSTRIAL CANOPY DOORS have a proven track record. Installations on foundries, warehouses, rail and truck docks and many other industrial buildings, demonstrate the versatility of a Fleming CANOPY DOOR. Working and loading efficiency is increased and wasted man-hours are reduced by the additional protected work area provided by the open canopy. Years of reliable, economical operation are built into every sturdy, all-weather Fleming door.

One of four types of Fleming Industrial Canopy Doors will meet your special installation needs: ARM-GUIDED, TRACK-GUIDED, TURN-OVER or BI-FOLD. Operation is safe and easy, every time. The door first rises

vertically to free the bottom of ice and snow. To form a canopy, the door tilts about its horizontal axis and rises upward with its lower half projecting outside the opening. Fully counterweighted, the door opens smoothly and rapidly. The TURN-OVER is primarily for wharves and piers and does not form a canopy.

### **CANOPY:**

*Many in aviation prefer canopy doors. The advantages are numerous where slide door stacking space is unavailable or takes usable work space. The open door canopy adds protected working area. The sturdy design provides long, trouble free life; fast, economical all weather operation with maximum heat conservation. Options include full insulation, sash, personnel doors, louvers, and plastic panels.*

*CANOPY DOOR Installation List And Complete Specifications Are Available Upon request.*



**CESSNA** Aircraft Company's Engineering & Development Center, Wichita, Kansas, is equipped with two Fleming Motorized INDUSTRIAL CANOPY Doors 50' wide by 18' high.



**CESSNA'S CITATION** Jet Facility in Wichita, Kansas, uses three Fleming Motorized UNBRACED CANOPY Doors 80'-0" wide by 21'-6" high.

Visit our website at [www.flemingdoors.com](http://www.flemingdoors.com) for more information.



## VERTICAL LIFT DOORS FOR AVIATION AND MANUFACTURING

VERTICAL LIFT DOORS are preferred by plant engineers, production and maintenance – the people who KNOW. Fleming doors withstand the most severe punishment. Steel mills, freight terminals, warehouses and industrial buildings commonly use Fleming's Vertical Lift Doors for fast, dependable operation that increases production efficiency.

Two styles – INSIDE MOUNTED and OUTSIDE MOUNTED – are available in multiple sections to fit available headroom. The modern trend is single section wide doors rather than many narrow ones for truck docks and similar facilities. Where inside headroom is limited, the OUTSIDE MOUNTED type is ideal, requiring no alterations to existing framing, power and piping lines or fixed equipment. Perfect counterbalance gives every VERTICAL LIFT DOOR a safe and smooth operation with either the manual operator, or the motor operator. Special installation features include sash, personnel doors, insulation and louvres.

*VERTICAL LIFT DOOR Installation List And Complete Specifications Are Available Upon Request.*



*The U.S. NAVAL AVIATION MUSEUM at NAS Pensacola, Florida used a 49'-0" wide x 23'-6" single section Fleming Series 100 VERTICAL LIFT door in this striking glass curtain wall setting.*



*NASA'S SHUTTLE ASSEMBLY BUILDING at Vandenberg Air Force Base has a 128'-0" wide by 180'-0" high clear door opening which is filled by a motor operated VERTICAL LIFT door system. This door system consists of six leaves, each weighing 60,000 pounds. Special safety features were incorporated into the cable and counterweight design in accordance with a failure mode and effect analysis study.*



*BOEING/McDONNELL DOUGLAS's Long Beach, California Facilities has three banks of 4-section motor operated VERTICAL LIFT doors 200'-0" wide by 45'-0" high. In the background is a sliding door system 350'-0" wide by 100'-0" high built for the Engineering Test and Evaluation Facility.*

## CRANEWAY DOORS FOR COMMERCIAL AND MANUFACTURING



*A fine example of IN-SWING Type Craneway Door 60' wide x 18' high combined with Double Swing Load Doors 14' wide x 19' high.*



*Note the asymmetrical profile of the Craneway Door Leaf accommodating the different heights of the partition walls.*

For new or existing buildings, a CRANE DOOR installation demands expert coordination of architectural and structural design with door requirements. Fleming's experienced, professional engineers will carefully study your specific needs, recommend the proper crane door and provide design data, specifications and clearance dimensions to integrate the door with your building and crane.

Most commonly used types of CRANE DOORS are...IN-SWING – hinged along its head, the door swings up and into the building.

OUT-SWING – hinged at the soffit line, the door swings up and out forming a full canopy outside of the opening.

LIFT – the door rises vertically along the inside or outside face of the wall.

To provide ground level access for materials, trucks and rail cars – and passage of crane loads – Fleming LOAD DOORS are motorized slide or swing leaves in conjunction with crane leaves. The combination of leaves have electrical and mechanical interlocks to properly sequence operation and to eliminate possibility of damage to doors, equipment, payload, building, and vehicles.

*CRANEWAY DOOR Installation List And Complete Specifications Are Available Upon Request.*



## DOORS FOR GOVERNMENT, DEFENSE & SPECIAL APPLICATION FACILITIES

Fleming builds a wide variety of hangar and special application doors for Government, Defense, and Special Application facilities. Among those are the various CANOPY and SLIDING types (all described on previous pages), and SPECIAL APPLICATION DOORS which include AIRCRAFT & VESSEL APERTURES, VERTICAL LIFT, SWING, BLAST RESISTANT, SHIELDED, AIR PLENUM, RAISING PLATFORM, THERMAL, ACOUSTIC, DRAWBRIDGE, PAINT BOOTH, DRYDOCK and other specialty doors. For detailed information on the Special Application Doors, please inquire.

Most commonly used slide doors utilized in Military hangars are of the Anchored and Floating Group. However, the exacting requirements for the ever increasing number of different aircraft dictate the use of Aperture and other special application doors.

Fleming has designed many types of aperture doors – some with stationary panels, others are vertically, horizontally, and diagonally adjustable independent of the host door leaf, either manually or by motor. Aperture panels can easily be changed if new aircraft are assigned to the hangar.



*The unique six-sided **AIR FORCE ONE MAINTENANCE & SUPPORT COMPLEX** at Andrews Air Force Base was designed by Daniel, Mann, Johnson & Mendenhall of Washington, DC. Two Boeing 747-400 aircraft can be housed while simultaneously accommodating a third Presidential aircraft, all at 90 degree nose-to-nose angles. Each B-747 door opening is 248'-5" wide by 72'-1" high and uses a 6-leaf Motor Operated ANCHORED GROUP BIPARTING set of Fleming Series 500 hangar doors. The 120'-0" wide by 36'-1" high center opening is filled with a 4-leaf Motor Operated BIPARTING set of Fleming Series 100 Hangar Doors.*

*Aircraft Cleaning and Disassembly Facility at N.A.S. Pensacola uses six Fleming 60' wide by 37' high Motorized BRACED ARM CANOPY Doors – 3 shown in various operating positions.*





*USAIR'S Hangar No. 4 at Pittsburgh International Airport was built to maintain aircraft in the mid 1960's. Recently, its mission was expanded to service Boeing 757 and 767 aircraft. Unfortunately, the depth of the hangar was not sufficient to receive the larger aircraft.*

*Fleming removed one of the existing door leaves and replaced it with two new INDIVIDUALLY MOTOR OPERATED SLIDING DOOR LEAVES, each measuring 29'-0" wide by 36'-4 1/2" high. Installed on the new slide door leaves are fully motorized BOEING 757 & 767 FUSELAGE APERTURE DOOR SYSTEMS and an exterior CLOSURE DOOR SYSTEM. The entire door system is controlled from either exterior and/or interior control stations. The Aperture doors move vertically independent of the slide doors.*

*Pictured (at right) is an interior view of the doors with the Closure Door System closed. The B-757 Fuselage Aperture Doors (on independent slides) are fully retracted to their stored position; leaving the B-767 Fuselage Aperture Door System unobstructed in the center. The yellow weathersealing cushions on each Fuselage Aperture Door are PNEUMATIC SAFETY EDGES that prevent crushing the fuselage when engaging the doors around the aircraft.*



*The New York Air National Guard's C5-A Composite Maintenance Hangar designed by the Austin Company at Stewart Airport in Newburgh, New York has two Fleming motorized door systems which are 250'-0" wide by 75'-0" high. Each system is a 6-leaf ANCHORED BIPARTING GROUP, with motor operated CLOSURE DOORS AND APERTURES. Pictured above, the fully automated fuselage Aperture is designed to accept the C5-A parked in the hangar at 13 1/2 degrees off the center line. This complex aperture also allows the aircraft to be knelt (while enclosed) within inches of the finished door.*



# DOORS FOR GOVERNMENT, DEFENSE & SPECIAL APPLICATION FACILITIES



## SWINGING PLENUM / PAINT DOORS

The state-of-the-art **LOW OBSERVABLE CORROSION RESISTANT FACILITY (LOCRF)** at Langley Air Force Base's new F-22 Maintenance Facilities features three bays. Two of the bays feature Swing "Plenum Bay" doors and the third bay features a Swing "Wash Bay" door. Shown above is one of the "Plenum Bay" doors which is a 67'-0" wide by 26'-6" (5'-6" thick) 2-leaf Swing door in the full close, partially and full open positions.

## SPECIAL SHIELDED DOORS

New electronic developments have increased the need for facilities providing the utmost in Radio Frequency and Electromagnetic Interference Shielding. With over 30 years of experience in this special environment, our fabrication processes permit us to manufacture the doors and shielding to exacting tolerances required to maintain the requisite shielding levels.

## ADVANCED SYSTEM INTEGRATION LABORATORY RF SHIELDED CHAMBER

ONE 187'-0" LONG BY 69'-4" HIGH BY 15'-0" THICK MOTOR OPERATED SINGLE HORIZONTAL SLIDING RF SHIELDED DOOR LEAF.

NAS PATUXENT RIVER, MARYLAND

The largest RF Shielded door in the Country was placed into service at the ASIL facility. The anti-chamber has an exterior weather door system that is comprised of a Fleming Series 500 6-leaf Motor Operated Anchored Group Biparting door filling an opening 180'-0" wide x 66'-3" high.

Contact Fleming for expanded list of SHIELDED ACOUSTIC & ANECHOIC DOOR SYSTEMS.



ADVANCED SYSTEM INTEGRATION LABORATORY NAS Patuxent River, MD. The U.S. Navy's state-of-the-art laboratory, constructed by Centex Construction Company, features the largest Radio Frequency Shielded door in existence.

Fleming produces a wide variety of steel, concrete and laminate construction Acoustic door systems. The doors can be swing or sliding, manual or electrically operated, with acoustic ranges from FSTC51 through FSTC63. Our acoustic doors can be sized to any dimension and have a rating approximating FSTC63. Concrete mass provides the most effective means of sound reduction commercially available. The doors are particularly effective in reducing low spectrum sound.



**ABC STUDIOS—stages 57 & 59 – Hollywood, California**  
Two pair of 14' wide x 18' high manually operated FSTC51 swing doors. The doors are 4" thick and weigh 4,000 pounds per leaf. The hinges are designed specifically to accommodate the leaf weight, providing for ease of manual operation.

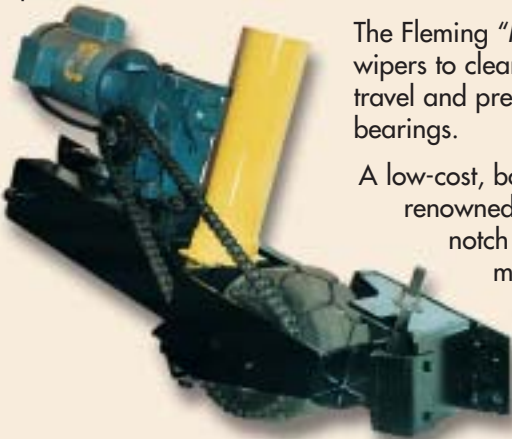


The 18' wide x 20' high, 6" thick FSTC63 side sliding concrete acoustic door weighing approximately 40,000 pounds can be designed for either interior or exterior applications. The door system is independent of the building, allowing it to be considered as a replacement door for existing doors.

### **THE SAFE, SURE-TRACTION DOOR MOVER... AUTOMATICALLY ADJUSTS TO UNEVEN FLOORS ON ANY EXISTING SLIDING DOOR INSTALLATION.**

Fleming's "MULE" has positive dependable traction on uneven floors. Its "knee action" automatically adjusts to floor variations and maintains firm contact between the solid rubber wheel tread and the floor for safe, trustworthy operation. You'll never wear it out!

The "Mule's" sure operation opens and closes doors faster to save heat. If electrical power fails, the "Mule" easily and quickly converts to manual operation.



The Fleming "Mule" comes with floor wipers to clear debris in both directions of travel and prelubricated and sealed-for-life bearings.

A low-cost, bolt-on "Mule" gives you renowned Fleming quality, with top notch balanced and matched mechanical and electrical components. To get quality, get the "mule" pulling for you.



Fleming's ruggedly built MULE operator is supplied with electrical controls including control cabinet, limit switches, safety horn or bell, and constant pressure open and close push buttons.

Also shown is optional Trolley conductor in PVC housing with self-supporting collector.



...*First in Performance,  
Reliability, Quality  
and Value*

**100 & 500  
SERIES**  
HANGAR & INDUSTRIAL  
DOORS

**OVERHEAD  
CANOPY**  
DOORS

**FLEMING  
MULE**  
HANGAR DOOR  
OPENERS

**RF EMI**  
SHIELDED DOORS

**FLEMING STEEL  
COMPANY**

**ENGINEERED HANGAR AND  
INDUSTRIAL DOORS**

**FERGUSON DOOR DIVISION  
-SPECIAL APPLICATION DOORS**

P.O. Box 5207  
New Castle, PA 16105  
[www.flemingdoors.com](http://www.flemingdoors.com)  
(800) 338-6964  
(724) 658-1511  
FAX (724) 658-7018



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## **Sound Design Practical Construction Fine Workmanship**

Continuous experience since 1921 proves that FLEMING'S custom-designed and manufactured doors are of the highest quality for your facility. Engineered by experienced registered Professional Engineers with **Award Winning Know-How** to create perfectly matched and balanced door systems that maintain reliability of operation and performance.

FLEMING also offers door systems for **Acoustic, Shielding, Flood, Blast, Anechoic, Thermal, Air Plenum, Painting, and Film/Studio Stage** applications.

