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Washington, Friday, December 15, 1950

TITLE 3—THE PRESIDENT

EXECUTIVE ORDER 10191

EXTENSION OF TRUST PERIODS ON INDIAN LANDS EXPIRING DURING THE CALENDAR YEAR 1951

By virtue of and pursuant to the authority vested in me by section 5 of the act of February 8, 1887, 24 Stat. 388, 389, by the act of June 21, 1906, 34 Stat. 325, 326, and by the act of March 2, 1917, 39 Stat. 969, 976, and other applicable provisions of law, it is hereby ordered that the periods of trust or other restrictions against alienation contained in any patent applying to Indian lands, whether of a tribal or individual status, which, unless extended, will expire during the calendar year 1951, be, and they are hereby, extended for a further period of twenty-five years from the date on which any such trust would otherwise expire.

This order is not intended to apply to any case in which the Congress has specifically reserved to itself authority to extend the period of trust on tribal or individual Indian lands.

HARRY S. TRUMAN

THE WHITE HOUSE,
December 13, 1950.

[F. R. Doc. 50-11743; Filed, Dec. 13, 1950; 12:32 p. m.]

TITLE 5—ADMINISTRATIVE PERSONNEL

Chapter I—Civil Service Commission

PART 6—EXCEPTIONS FROM THE COMPETITIVE SERVICE

FEDERAL SECURITY AGENCY; PUBLIC HEALTH SERVICE

Under authority of § 6.1 (a) of Executive Order 9830, and at the request of the Federal Security Agency, the Commission has determined that certain subprofessional and professional positions in the National Institutes of Health should be excepted from the competitive service. Effective upon publication in the FEDERAL REGISTER, § 123 (h) is amended by the addition of subparagraph (13) as follows:

§ 6.123 *Federal Security Agency.*

* * *

(h) *Public Health Service.* * * *

(13) NC/PD. Subprofessional and professional positions in the National Institutes of Health engaged in research projects for the various defense agencies financed by special defense funds of such agencies. Employment under this subparagraph shall not extend beyond December 31, 1952.

(R. S. 1753, sec. 2, 22 Stat. 403; 5 U. S. C. 631, 633. E. O. 9830, Feb. 24, 1947, 12 F. R. 1259; 3 CFR, 1947 Supp. E. O. 9973, June 28, 1948, 13 F. R. 3600; 3 CFR, 1948 Supp.)

UNITED STATES CIVIL SERVICE COMMISSION,
[SEAL] HARRY B. MITCHELL,
Chairman.

[F. R. Doc. 50-11661; Filed, Dec. 14, 1950; 8:48 a. m.]

TITLE 6—AGRICULTURAL CREDIT

Chapter IV—Production and Marketing Administration and Commodity Credit Corporation, Department of Agriculture

Subchapter C—Loans, Purchases, and Other Operations

[1950 C. C. C. Tung Nut Bulletin]

PART 643—OILSEEDS

SUBPART—1950 CROP TUNG NUT PRICE SUPPORT PROGRAM

This bulletin states the requirements with respect to the 1950 Crop Tung Nut Price Support Program formulated by Commodity Credit Corporation (hereinafter referred to as "CCC") and the Production and Marketing Administration (hereinafter referred to as "PMA").

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EXECUTIVE AGENCIES

FEDERAL REGISTER

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CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

CODIFICATION GUIDE—Con.

Sec.

AUTHORITY: §§ 643.260 to 643.281 issued under sec. 4, 62 Stat. 1070, as amended; 15 U. S. C. Sup., 714b. Interpret or apply sec. 5, 62 Stat. 1072, secs. 201, 401, 63 Stat. 1052, 1054; 15 U. S. C. Sup., 714b, 714c, 7 U. S. C. Sup., 1446, 1421.

§ 643.260 *Administration.* The program will be administered by the appropriate branches and commodity offices of PMA, under the general direction and supervision of the President, CCC. In the field, the program will be carried out through State and county PMA committees (hereinafter referred to as State and county committees), and PMA commodity offices. Forms will be distributed through the offices of State and county committees. County committees will examine and approve purchase agreement and loan documents and determine the eligibility of producers and of tung nuts and tung oil under the program. The county committee may designate in writing one or more employees of the county office to perform such functions on behalf of the committee.

§ 643.261 *Availability*—(a) *Methods of price support.* Price support will be available to tung nut producers by means of purchase agreements on tung nuts and tung oil and non-recourse loans on tung oil stored in approved warehouses.

(b) *Area.* Purchase agreements and loans shall be available in the States of Alabama, Georgia, Florida, Louisiana, Mississippi, and Texas.

(c) *When to apply.* Purchase agreements covering tung nuts will be accepted by the county committee through January 31, 1951. Purchase agreements and loan documents covering tung oil will be accepted by the county committee through June 30, 1951.

(d) *Where to apply.* Application for price support should be made through the office of the county committee which keeps the farm program records for the farm.

(e) *Disbursement of loans.* Disbursement of loans will be made to producers by PMA State offices by means of sight drafts drawn on CCC, or by approved lending agencies under agreement with CCC. Disbursement will not be made by lending agencies later than 15 days after the approval of a loan, unless a longer period is approved by the President, CCC.

§ 643.262 *Approved lending agencies.* An approved lending agency shall be any bank, corporation, partnership, individual, or other legal entity with which CCC has entered into a lending Agency Agreement (Form PMA 97, or other form prescribed by CCC) or a loan servicing agreement.

§ 643.263 *Eligible producer.* An eligible producer shall be an individual, partnership, association of producers, corporation, or other legal entity producing tung nuts in 1950 as landowner, landlord, tenant, or sharecropper.

§ 643.264. *Eligible tung nuts and tung oil.*—(a) *Tung nuts.* Tung nuts must be mature, air-dried, dark in color, and must have hard hulls and be acceptable for crushing.

(b) *Tung oil.* Tung oil must meet Federal specifications No. TT–O–395 dated February 3, 1948. The eligibility of tung oil delivered under this program must be evidenced by a certification signed by the producer in the form prescribed in § 643.266 (d).

§ 643.265 *Approved warehouses.* An approved warehouse shall consist of storage facilities made available by mills and others having adequate facilities for handling and storing tung oil, for which a storage agreement for the 1950 crop has been entered into with CCC through the PMA commodity offices. The names of approved warehousemen may be obtained from PMA commodity offices and State and county offices.

§ 643.266 *Approved forms.* The approved forms consist of the purchase agreement and loan documents which, together with the provisions of this bulletin, and any supplements and amendments hereto, govern the rights and responsibilities of the producer. Purchase agreement or loan documents executed by an administrator, executor, or trustee, will be acceptable only where legally valid. Any fradulent representation made by any producer or his agent in executing any of the purchase agreement or loan documents or in obtaining the purchase agreement or loan proceeds will render him subject to criminal prosecution and liable for any damages suffered by CCC as a result of purchase of the commodity or personally liable for the amount of the loan and for any resulting expense incurred by any holder of the note.

(a) *Purchase agreement documents.* The purchase agreement documents shall consist of the Purchase Agreement (Commodity Purchase Form 1), Delivery Instructions (Commodity Purchase Form 3), Purchase Agreement Settlement (Commodity Purchase Form 4), Lien Waiver for Purchase (Commodity Purchase Form 5) and other applicable forms prescribed in paragraph (c) of this section.

(b) *Loan documents.* The approved forms shall be the Producer's Note and Loan Agreement (Commodity Loan Form B), and other applicable forms prescribed in paragraph (c) of this section.

(c) *Other forms.* Warehouse receipts, chemical analysis certificates issued by approved chemists, producer's certification of eligibility of tung oil, producers group designation of agent, and such other forms as may be prescribed by the President, CCC, shall be considered as part of the purchase agreement or loan documents.

(d) *Producer's certification of eligibility of tung oil.* Before a loan is made on tung oil or before delivery of tung oil under a purchase agreement can be accepted by the county committee, the producer must sign a statement in substantially the following form:

I (we) hereby certify as follows:

(1) That the _____ pounds of tung oil located in _____ at _____
(Name of warehouse) (Address)
which I (we) are pledging to CCC as collateral for loan (are tendering for delivery to CCC under purchase agreement) was processed for my (our) account by _____
(Name of plant)
to whom I (we) delivered for toll processing 1950 crop tung nuts produced by me (us):

(2) That such quantity of tung oil is not in excess of that which such processor determined would be extracted from such tung nuts on the basis of their oil content; and

(3) That the beneficial interest in such tung nuts and in the resultant tung oil above described is and always has been in me (us) or in me (us) and a former producer whom I (we) succeeded before such tung nuts were harvested.

_____
(Signature of producer)

_____
(Date)

(e) *Designation of agent by group of producers.* Any group of eligible producers may designate in writing, in the form or forms prescribed by CCC, an agent to act in their behalf jointly in obtaining price support under this program. A copy of each designation of agent signed by one or more producers and indicating the maximum quantity of eligible tung nuts that each producer will produce on his own farm, and on which he wishes price support, must be deliv-

ered to the county committee before any purchase agreement or loan documents on behalf of the group are approved by the county committee.

(f) *Warehouse receipts covering tung oil under purchase agreement or loan.* Warehouse receipts on tung oil must:

(1) Be issued in the name of the producer, state the quantity of tung oil guaranteed by the warehouseman, be properly endorsed in blank so as to vest title in the holder, and be signed by the warehouseman.

(2) Guarantee that the oil when delivered, will meet Federal Specifications No. TT-O-395 dated February 3, 1948.

(3) Indicate the date of issue.

(4) Carry an endorsement in substantially the following form:

"Warehouse charges through October 31, 1951, on the tung oil represented by this warehouse receipt have been paid or otherwise provided for, and the warehouseman has no lien upon such tung oil for such charges."

(5) Contain such other terms and conditions as CCC may require in its tung oil storage agreement with approved warehousemen.

§ 643.267 *Determination of quantity*—(a) *Tung nuts.* The quantity of tung nuts delivered under purchase agreement shall be determined on the basis of net weight at point of delivery to CCC with foreign material and bagging excluded.

(b) *Tung oil.* All determinations of the quantity of tung oil represented by warehouse receipts issued by approved warehouses which are pledged to secure a loan or delivered under purchase agreement shall be made on the basis of the guaranteed net weight specified on the warehouse receipt. The quantity of tung oil tendered under a purchase agreement which is not stored in an approved warehouse shall be determined on the basis of approved scale weight at destination of the tank cars.

§ 643.268 *Determination of quality under purchase agreement.* The oil content of tung nuts and the quality of tung oil not stored in an approved warehouse will be determined at the time of delivery to CCC under a purchase agreement, by a chemist approved by the Department of Agriculture on the basis of a sample submitted by the Federal or Federal-State Inspection Service. The cost of sampling and analysis shall be borne by the producer.

§ 643.269 *Liens.* If there are any liens or encumbrances on the tung nuts or tung oil proper waivers must be obtained.

§ 643.270 *Service charges.* Service charges shall be paid by the producer on the quantity placed under loan or specified in the purchase agreement, computed at the following rates:

	Rates	Minimum charge
Tung oil	6 cents per hundred	$1.50
Tung nuts	18 cents per ton	1.50

No service charges will be refunded.

§ 643.271 *Set-offs.* If the producer is indebted to CCC on any accrued obligation, or if any installments past due or maturing within twelve months are unpaid on any loan made available by CCC on farm storage facilities, whether held by CCC or a lending agency, he must designate CCC or such lending agency as the payee of the proceeds of the purchase or loan to the extent of such indebtedness or installments, but not to exceed that portion of the proceeds remaining after deduction of amounts due prior lienholders. If the producer is indebted to any other agency of the United States, and such indebtedness is listed on the county debt register, he must designate such agency as the payee of the proceeds as provided above. Indebtedness owing to CCC or to a lending agency as provided above shall be given first consideration after claims of prior lienholders. Compliance with the provisions of this section shall not constitute a waiver of any right of the producer to contest the justness of the indebtedness involved either by administrative appeal or legal action.

§ 643.272 *Transfer of producer's rights or equity.* The producer may not assign his rights under the purchase agreement. A producer's right to transfer his right to redeem a loan or his equity under a loan may be restricted by CCC.

§ 643.273 *Delivery and payment under purchase agreement*—(a) *Producer's right to sell to CCC.* A producer who signs a purchase agreement (Commodity Purchase 1) is not obligated to sell any tung nuts or tung oil to CCC. However, the quantity of tung nuts or tung oil shown on the purchase agreement, Commodity Purchase Form 1, will be the maximum quantity the producer may sell to CCC. No payment will be made by CCC for any tung nuts or oil delivered in excess of such maximum quantity.

(b) *Producer's option to sell oil in lieu of tung nuts.* Any producer who has signed a purchase agreement in terms of tung nuts may, at his option, sell to CCC in lieu of tung nuts not more than the quantity of tung oil which could have been extracted from such tung nuts determined by the county committee on the basis of the oil content of such tung nuts.

(c) *Period of notification to sell.* If the producer who signed a purchase agreement wishes to sell tung nuts or tung oil to CCC he will have a 30-day period during which he must notify the county committee of his intention to sell. This period will end on March 31, 1951, for tung nuts and October 31, 1951, for tung oil, or on such earlier dates as may be determined by the President, CCC.

(d) *Delivery of tung nuts.* Eligible tung nuts will be purchased on the basis of the net weight and of the oil content determined by chemical analysis. CCC will not accept delivery until a determination of eligibility has been made and a sample for chemical analysis has been drawn by the Federal or Federal-State Inspection Service. The producer shall deliver tung nuts tendered to CCC in accordance with instructions issued by the county committee on or after March 31, 1951. If the producer is required by such instructions to make delivery to a point more distant from the farm than his usual milling point, CCC will pay the difference, if any, between the cost of transportation from the farm to the designated delivery point and the cost of transportation from the farm to the usual milling point but not in excess of an amount which the county committee determines is a reasonable difference in cost for such services. The producer must complete delivery of tung nuts within a 15-day period immediately following the date the county committee issues delivery instructions unless the county committee determines that more time is needed for delivery.

(e) *Delivery of tung oil in approved warehouses.* In the case of tung oil in an approved warehouse, the producer must, not later than the day following the final date of the 30-day notification period, or during such period of time thereafter as may be specified by CCC, submit to the county committee warehouse receipts which guarantee that the oil meets Federal Specifications and represents the quantity of oil which the producer elects to sell to CCC, but not in excess of the quantity shown on Commodity Purchase Form 1. CCC will not accept delivery of less than the total quantity of tung oil covered by one warehouse receipt. The producer's certification of the eligibility of tung oil, as provided in § 643.266 (d), must accompany the warehouse receipt.

(f) *Delivery of tung oil in other than approved warehouses.* In the case of tung oil stored in warehouses which have not been approved, the county committee will on or after October 31, 1951, issue delivery instructions to the producer. Before issuance of such delivery instructions, the producer must submit a chemical analysis certificate covering each tank car offered showing that the oil meets Federal Specifications; or if it is found by the county committee that a submission of these analyses certificates on tank car lots would cause undue delay in shipment, evidence that a sample of each carlot of oil has been properly drawn and submitted to an approved chemist for analysis may be submitted, provided the producer waives his right of appeal of the findings of the approved chemist and that he agrees that demurrage incurred as a result of delay in receiving the chemical analysis prior to final acceptance, shall be for the producer's account. If the oil does not meet Federal Specifications the car shall be rejected with all freight, demurrage, and handling charges reverting to the account of the producer. The producer must submit a certification of the eligibility of tung oil, as provided in § 643.266 (d), and complete delivery within a 15-day period immediately following the date the county committee issues delivery instructions unless the county committee determines that more time is needed for delivery.

(g) *Manner of payment.* The tung nuts or tung oil will be purchased by CCC at the applicable support rate. After completion and approval of all

purchase agreement documents and completion of delivery, payment shall be made by sight draft drawn on CCC by the State PMA office on the basis of an approved Commodity Purchase Form 4. The producer shall direct on such forms to whom payment of the proceeds shall be made.

§ 643.274. *Maturity of loans.* Loans shall mature on October 31, 1951, unless demand is made earlier by CCC.

§ 643.275 *Interest rate.* Loans shall bear interest at the rate of 3 percent per annum from the date of disbursement of the loan.

§ 643.276 *Release of tung oil under loan.* A producer may at any time obtain release of the tung oil under loan by paying to the holder of the note and loan agreement, the principal amount thereof, plus charges and accrued interest. If the note is held by an out-of-town lending agency or by CCC, the producer may request that the note be forwarded to a local lending agency or to the county committee for collection. All charges in connection with the collection of the note shall be paid by the producer. Partial release prior to maturity may be arranged with the county committee by paying to the holder of the note the amount of the loan, plus charges and accrued interest, represented by the quantity of the commodity to be released. However, such partial release must cover all of the commodity under one warehouse receipt.

§ 643.277 *Liquidation of the loan.* If the producer does not repay his loan by maturity, CCC shall have the right to sell or pool the tung oil represented by the warehouse receipt to satisfy the loan in accordance with the provisions of the note and loan agreement and this section. If tung oil is pooled, the producer has no right of redemption after the date the pool is established, but shall share ratably in any overplus remaining upon liquidation of the pool. CCC shall have the right to treat pooled tung oil as a reserve supply to be marketed under such sales policies as CCC determines will promote orderly marketing, protect the interests of producers and consumers, and not unduly impair the market for the current crop of the commodity even though part or all of such pooled tung oil is disposed of under such policies at prices less than the current domestic price for such comodity. Any sum due the producer as a result of the sale of the commodity or of insurance proceeds thereon, or any ratable share resulting from the liquidation of a pool, shall be payable only to the producer without right of assignment by him.

§ 643.278 *Purchases of notes.* CCC will purchase from approved lending agencies, notes evidencing approved loans which are secured by warehouse receipts issued by approved warehouses. The purchase price to be paid by CCC will be the principal sums remaining due on such notes, plus accrued interest from the date of disbursement to the date of purchase at the rate of 1½ percent per annum. Lending agencies are required to submit Commodity Credit Corporation Form 500 or such other form as CCC may prescribe for all payments received on producers' notes held by them and are required to remit to CCC an amount equivalent to 1½ percent interest per annum, on the amount of the principal collected, from date of disbursement to the date of payment. Landing agencies shall submit notes and reports to the PMA commodity office serving the area.

§ 643.279 *Storage and handling charges*—(a) *Tung nuts.* CCC will not pay or assume any of the costs of transportation (except as provided in § 643.273 (d)), storage charges, cleaning, insurance premiums, bags and bagging, sampling, testing and analysis reports, tagging, or other handling or processing expenses which are necessary to prepare the tung nuts to meet eligibility requirements.

(b) *Tung oil.* CCC will not pay or assume any sampling, insurance, storage charges or testing and analysis charges or other handling or processing charges which are necessary for the tung oil to meet the eligibility requirements. Storage charges accruing after October 31, 1951, for tung oil under loan or delivered under a purchase agreement in an approved warehouse will be paid by CCC.

(c) *Unexpired storage time.* CCC and any subsequent holder of warehouse receipts covering tung oil shall be entitled to any unexpired portion of the storage time to which the producer became entitled under any contract between the producer and the processor.

§ 643.280 *Support prices*—(a) *Tung nuts.* The support price for tung nuts containing 17.5 percent oil shall be $63.00 per ton. This price shall be adjusted upward or downward by 36 cents per ton for each variation of 1/10 of 1 percent oil from the base of 17.5 percent oil content on the basis of a chemical analysis certificate issued by an approved chemist.

(b) *Tung oil.* The support price for eligible tung oil will be 25.1 cents per pound.

§ 643.281 *PMA Commodity offices.* The PMA commodity offices serving the tung area and the States served by them are shown below:

Address and States

50 Seventh Street NE., Atlanta 5, Georgia: Alabama, Florida, Georgia, and Mississippi.
1114 Commerce Street, Dallas 2, Texas: Louisiana and Texas.

Issued this 12th day of December, 1950.

[SEAL] W. E. UNDERHILL,
Acting Vice-President,
Commodity Credit Corporation.

Approved:

LIONEL C. HOLM,
Acting President
Commodity Credit Corporation

[F. R. Doc. 50-11720; Filed, Dec. 14, 1950; 8:55 a. m.]

TITLE 7—AGRICULTURE

Chapter VIII—Production and Marketing Administration (Sugar Branch), Department of Agriculture

Subchapter B—Sugar Requirements and Quotas

[Sugar Reg. 813, Amdt. 5]

PART 813—SUGAR QUOTAS AND PRORATIONS OF QUOTA DEFICITS

DETERMINATION AND PRORATION OF AREA DEFICIT

Basis and purpose. The amendment herein is issued pursuant to subsection (a) of section 204 of the Sugar Act of 1948 and is made for the purpose of declaring and prorating a deficit in the quota for the domestic beet area. In order to afford the area to which the deficit is prorated an adequate opportunity to market the additional sugar within the calendar year 1950, it is essential that this amendment be made effective immediately. Therefore, it is hereby determined and found that compliance with the notice, procedure and effective date requirements of the Administrative Procedure Act is impracticable, unnecessary and contrary to the public interest. The amendment made herein shall become effective upon publication in the FEDERAL REGISTER.

By virtue of the authority vested in the Secretary of Agriculture by the Sugar Act of 1948, (61 Stat. 922, 7 U. S. C. Supp. I, 1100) and the Administrative Procedure Act (60 Stat. 237, 5 U. S. C. 1001) Sugar Regulation 813 (14 F. R. 7753), as amended (15 F. R. 3861, 4676, 5790, 6141), is hereby further amended by adding paragraphs (g) and (h) to § 813.13, as follows:

§ 813.13 *Determination and proration of area deficits.* * * *

(g) *Deficit in quota for domestic beet sugar.* It is hereby determined pursuant to subsection (a) of section 204 of the act that for the calendar year 1950 the domestic beet sugar area will be unable by an amount of 1,000 short tons, raw value, to market the quota for that area, established in § 813.11 and paragraph (d) of this section.

(h) *Proration of deficit in quota for the domestic beet sugar area.* An amount of sugar equal to the deficit determined in paragraph (d) of this section is hereby prorated to the Virgin Islands pursuant to sub-section (a) of section 204 of the act.

STATEMENT OF BASES AND CONSIDERATION

In amendment 3 to Sugar Regulation 813, effective August 29, 1950, the domestic beet sugar area was prorated additional quota in the amount of 100,000 short tons, raw value, from the deficit in quota for Cuba determined in that amendment. Thus the total quota for the domestic beet sugar area for 1950 is 1,900,000 short tons, raw value. By October 31, 1950, this area had marketed approximately 1,483,000 short tons, raw value, leaving 417,000 short tons, raw value, to be marketed to fill the quota. This quantity exceeds the marketings in the past two months of the year

in any of the past eleven years and it appears unlikely that the domestic beet area will market the full amount of its quota as previously established. Of the domestic areas and Cuba only the Virgin Islands has a quantity of sugar available for shipment in excess of the quotas previously determined. The additional quantity available from this source does not exceed 1,000 short tons, raw value. In view of these circumstances a deficit of only 1,000 short tons in the quota for the domestic beet sugar area is determined and prorated to the Virgin Islands. After giving effect to the changes as set forth in this amendment to S. R. 813, the quotas for all areas are as follows:

BASIC QUOTAS, PRORATION OF DEFICITS AND ADJUSTED QUOTAS FOR 1950

[Short tons, raw value]

Production area	Basic quota	Proration of deficits in quotas			Adjusted quotas
		First and second Philippine	Cuba	Domestic beet	
Domestic beet	1,800,000	----------	100,000	(1,000)	1,899,000
Mainland cane	500,000	----------	46,861	----------	546,861
Hawaii	1,052,000	----------	98,594	----------	1,150,594
Puerto Rico	910,000	----------	150,545	----------	1,060,545
Virgin Islands	6,000	----------	4,000	1,000	11,000
Philippines	982,000	(450,000)	----------	----------	532,000
Cuba	3,403,080	427,500	(400,000)	----------	3,430,580
Other foreign countries:					
Belgium	277.7	88.7	----------	----------	366.4
Canada	532.4	170.0	----------	----------	702.4
China and Hongkong	271.9	86.8	----------	----------	358.7
Czechoslovakia	248.5	79.3	----------	----------	327.8
Dominican Republic	6,292.8	4,031.0	----------	----------	10,323.8
Dutch East Indies	199.5	63.7	----------	----------	263.2
Guatemala	316.0	100.9	----------	----------	416.9
Haiti	869.7	557.1	----------	----------	1,426.8
Honduras	3,239.2	1,034.2	----------	----------	4,273.4
Mexico	5,692.0	3,646.2	----------	----------	9,338.2
Netherlands	205.6	65.6	----------	----------	271.2
Nicaragua	9,645.2	3,079.4	----------	----------	12,724.6
Peru	10,488.1	6,718.2	----------	----------	17,206.3
Salvador	7,746.1	2,473.1	----------	----------	10,219.2
United Kingdom	331.0	105.6	----------	----------	436.6
Venezuela	273.7	87.3	----------	----------	331.0
Other countries	40.6	12.9	----------	----------	53.5
Unallotted	250.0	100.0	----------	----------	350.0
Subtotal	46,920.0	22,500.0	----------	----------	69,420.0
Total	8,700,000	----------	----------	----------	8,700,000

(Sec. 403, 61 Stat. 932; 7 U. S. C. Supp., 1153)

Done at Washington, D. C., this 11th day of December 1950. Witness my hand and the seal of the Department of Agriculture.

[SEAL] CHARLES F. BRANNAN,
Secretary of Agriculture.

[F. R. Doc. 50-11651; Filed, Dec. 14, 1950; 8:46 a. m.]

Chapter IX—Production and Marketing Administration (Marketing Agreements and Orders), Department of Agriculture

PART 959—HANDLING OF IRISH POTATOES GROWN IN CERTAIN DESIGNATED COUNTIES IN OREGON AND IN CALIFORNIA

RECOGNITION OF KERN COUNTY SEED POTATO ASSN., INC., AS A SEED POTATO CERTIFYING AGENCY

Notice of proposed rule making regarding a rule to recognize the Kern County Seed Potato Association, Inc., a corporation whose principal office is located at Bakersfield, California, as a seed potato certification agency, pursuant to the provisions of § 959.1 of Marketing Agreement No. 114 and Marketing Order No. 59, as amended, regulating the handling of Irish potatoes grown in the Counties of Crook, Deschutes, Jefferson, Klamath and Lake in the State of Oregon, and Modoc and Siskiyou in the State of California, was published in the FEDERAL REGISTER (15 F. R. 7485). This regulatory program is effective pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (48 Stat. 31, as amended; 7 U. S. C. 601 et seq.). After consideration of all relevant matters presented, including the rule set forth in the aforesaid notice, which rule was adopted and submitted for approval by the Oregon-California Potato Committee, established pursuant to said marketing agreement and order, the following rule is hereby approved.

§ 959.105 *Seed certification agencies.* Pursuant to § 959.1 (l), The Kern County Seed Potato Association, Inc., a corporation whose principal office is located at Bakersfield, California, is hereby recognized as a certifying agency for seed potatoes.

It is hereby found that it is impracticable and contrary to the public interest to give 30-day notice of the effective date of this section in that (a) shipments of potatoes for seed purposes have already begun; (b) more orderly marketing in the public interest than would otherwise prevail will be promoted by effectuating the aforesaid rule on and after the effective date of this section; (c) compliance with the rule will require no preparation on the part of producers and handlers which cannot be completed by the effective date of this section because the preliminary activities, which are conditions precedent to the certification of 1950 crop seed potatoes, have been accomplished; (d) notice has been given of the proposed rule by publication thereof as required by law (15 F. R. 7485); and (e) the rule should be approved upon publication of this section in order to effectuate the declared policy of the act.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 8th day of December 1950, to be effective on publication in the FEDERAL REGISTER.

[SEAL] C. J. MCCORMICK,
Acting Secretary of Agriculture.

[F. R. Doc. 50-11723; Filed, Dec. 14, 1950; 8:55 a. m.]

PART 966—ORANGES GROWN IN CALIFORNIA OR IN ARIZONA

FINDINGS AND DETERMINATIONS RELATIVE TO EXPENSES TO BE INCURRED AND FIXING OF RATE OF ASSESSMENT FOR 1950–1951 FISCAL YEAR

On November 16, 1950, notice of proposed rule making was published in the FEDERAL REGISTER (15 F. R. 7801) regarding the expenses and the fixing of the rate of assessment for the 1950–1951 fiscal year pursuant to Order No. 66, as amended (7 CFR, Part 966), regulating the handling of oranges grown in the State of California or the State of Arizona. This regulatory program is effective under the Agricultural Marketing Agreement Act of 1937, as amended (7 U. S. C. 601 et seq.). After consideration of all relevant matters presented, including the proposals which were submitted by the Orange Administrative Committee (established pursuant to the amended order) and set forth in the aforesaid notice, *it is hereby found and determined that:*

§ 966.205 *Expenses and rate of assessment for the 1950–1951 fiscal year.* (a) The expenses necessary to be incurred by the Orange Administrative Committee, established pursuant to the provisions of the aforesaid amended order, for its maintenance and functioning during the fiscal year ending October 31, 1951, will amount to $263,016.60; and the rate of assessment to be paid, in accordance with the amended order, by each handler who first handles oranges shall be one cent ($0.01) per packed box of oranges, or an equivalent quantity of oranges, handled by him as the first handler thereof during the said fiscal year. Such rate of assessment is hereby fixed as each handler's pro rata share of the aforesaid expenses.

(b) Terms used in this section shall have the same meaning as when used in said amended order.

(Sec. 5, 49 Stat. 753, as amended; 7 U. S. C. and Sup. 608c)

Done at Washington, D. C., this 8th day of December 1950, to become effective 30 days after the date of publication in the FEDERAL REGISTER.

[SEAL] C. J. MCCORMICK,
Acting Secretary of Agriculture.

[F. R. Doc. 50-11721; Filed, Dec. 14, 1950; 8:55 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

PART 1—CERTIFICATION, IDENTIFICATION, AND MARKING OF AIRCRAFT AND RELATED PRODUCTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

Part 1, as herein amended, includes a revision of current Parts 1 and 2 and portions of other parts of the Civil Air Regulations, and reflects an attempt to synthesize and systematize the administrative rules for obtaining necessary aircraft and product certification. It also provides for the identification of aircraft and related products in accordance with current requirements. In most significant respects the part does not attempt to change current procedures or practices, but merely to state them more clearly.

The most important changes in the revised part from current requirements are those affecting the duration of airworthiness certificates. The provision that an airworthiness certificate shall be of one-year duration, automatically renewable when the aircraft is maintained under an approved continuous maintenance system, or reissued upon satisfactory completion of the annual inspection does not depart radically from current practice. In addition, the part contains new requirements designed to permit more adequate supervision of products manufactured by subsidiary manufacturers.

The provisions of revised Part 1 reflect the discussions in the annual review meeting on airworthiness requirements and the subsequent comments on the notice of proposed rule making.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates a revision of Part 1 of the Civil Air Regulations (14 CFR, Part 1, as amended) effective January 15, 1951, to read as follows:

APPLICABILITY AND DEFINITIONS

AUTHORITY: §§ 1.0 to 1.109 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553.

APPLICABILITY AND DEFINITIONS

§ 1.0 *Applicability of this part.* This part establishes administrative requirements for the issuance of type, production, and airworthiness certificates, and for the identification and marking of aircraft and related products.

§ 1.1 *Definitions.* As used in this part, terms are defined as follows:

(a) *Administration*—(1) *Administrator.* The Administrator is the Administrator of Civil Aeronautics.

(2) *Applicant.* An applicant is a person or persons applying for approval of an aircraft or any part thereof.

(3) *Approved.* Approved, when used alone or as modifying terms such as means, devices, specifications, etc., shall mean approved by the Administrator.

(4) *Authorized representative of the Administrator.* An authorized representative of the Administrator means any employee of the Civil Aeronautics Administration or any private person, authorized by the Administrator to perform any of the duties delegated to the Administrator by the provisions of this part.

(5) *Person.* Person means any individual, firm, copartnership, corporation, company, association, Joint-stock association, or body politic; and includes any trustee, receiver, assignee, or other similar representative thereof.[1]

(6) *Prime manufacturer.* A prime manufacturer means the person who initiated the design and construction of the product and who applied for the type certificate, or any person to whom a current right to reproduce the product has been transferred.

(7) *Subsidiary manufacturer.* A subsidiary manufacturer means the person who contracted with the prime manufacturer to produce and to supply to the prime manufacturer major assemblies and components which are manufactured in conformity with the prime manufacturer's approved drawings and data for the fabrication of the product.

(8) *United States.* United States means the several States, the District of Columbia, and the several Territories and possessions of the United States, including the Territorial waters and the overlying air space thereof.[1]

(b) *Design*—(1) *Aircraft.* An aircraft means any contrivance now known or hereafter invented, used, or designed for navigation of or flight in the air.[1]

(2) *Aircraft engine.* An aircraft engine means an engine used, or intended to be used, for propulsion of aircraft and includes all parts, appurtenances, and accessories thereof other than propellers.[1]

(3) *Appliances.* Appliances means instruments, equipment, apparatus, parts, appurtenances, or accessories, of whatever description, which are used, or are capable of being or intended to be used, in the navigation, operation, or control of aircraft in flight (including parachutes and including communication equipment and any other mechanism or mechanisms installed in or attached to aircraft during flight), and which are not a part or parts of aircraft, aircraft engines, or propellers.[1]

(4) *Product.* The term product, as used in this part, means: (i) An aircraft, (ii) an aircraft engine, (iii) a propeller, or (iv) any appliance specified in the Civil Air Regulations as elegible for a type certificate.

(5) *Propeller.* A propeller includes all parts, appurtenances, and accessories thereof.[1]

§ 1.2 *Type design.* The type design shall consist of such test reports and computations as are necessary to demonstrate that the product complies with the pertinent airworthiness requirements, such drawings and specifications as are necessary to disclose the configuration of the product and all design features covered in the pertinent airworthiness requirements, sufficient information on materials and processes to define the strength of the structure, and sufficient other data to permit the airworthiness of

[1] As defined in section 1 of the Civil Aeronautics Act of 1938, as amended.

subsequent products of the same type to be determined by comparison with the type design.

TYPE CERTIFICATES

§ 1.10 *Application.* Any person, whether or not a citizen of the United States, may apply for the issuance of a type certificate. The application for a type certificate for a specified product shall be made upon a form and in a manner prescribed by the Administrator.

§ 1.11 *Products for which issued.* A type certificate may be issued for an aircraft, aircraft engine, propeller, or any appliance for which certification is provided elsewhere in the Civil Air Regulations.

§ 1.12 *Requirements for issuance.* A type certificate for a product shall be issued when:

(a) The applicant has submitted such descriptive data, test reports, and other information required by the pertinent airworthiness regulations for the type design, and

(b) Upon examination of the type design and the completion of all tests and inspections, the Administrator finds that the type design meets the requirements of the applicable Civil Air Regulations.

§ 1.13 *Location of manufacturing facilities.* No type certificate for a product shall be issued if the manufacturing facilities therefor are located outside the United States, unless where facilities are located outside the United States the Administrator finds that no undue burden on the Government is created in administering applicable requirements of the act or regulations issued thereunder.

§ 1.14 *Type design changes.* Changes in the type design shall be made in accordance with the rules established in the part of the Civil Air Regulations under which the type certificate was issued.

§ 1.15 *Transferability.* A type certificate may be transferred or made available to third persons by licensing agreements, and the grantor shall immediately notify the Administrator in writing of any transfer, licensing agreement, or termination thereof. The provisions of § 1.13 shall be complied with.

§ 1.16 *Inspection.* (a) A representative of the Administrator shall be permitted to make such inspections as may be necessary to determine compliance with applicable requirements.

(b) A product manufactured under a type certificate only shall be required to undergo inspection by a representative of the Administrator to determine whether individual products conform with the type design.

(c) The manufacturer of a product being manufactured under a type certificate only shall maintain at the place of manufacture such technical data and drawings as may be necessary to determine whether the product or any part thereof conforms to the current type design.

§ 1.17 *Duration.* A type certificate shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Board.

§ 1.18 *Display.* Type certificates shall be made available for examination by an authorized representative of the Board or of the Administrator.

§ 1.19 *Privileges.* The holder of a type certificate or license may produce duplicates of any product for which a type certificate has been issued.

§ 1.20 *Statement of conformity.* (a) The holder of a type certificate only or of a current right to the benefits of a type certificate only under a licensing arrangement, upon the initial transfer by him of the ownership of any product manufactured under such type certificate or upon application for original issuance of an airworthiness certificate for an aircraft, shall furnish to an authorized representative of the Administrator a statement of conformity for such product on a form prescribed by the Administrator. For aircraft manufactured under a type certificate only, there shall be included a statement that the aircraft referred to has been flight checked. When a production certificate is held in addition to the type certificate, the provisions of § 1.35 shall apply. The Administrator may consider military acceptance in lieu of a statement of conformity for a product which has been manufactured for the military service.

(b) A statement of conformity shall be furnished to an authorized representative of the Administrator, upon a form and in a manner prescribed by the Administrator, for any prototype product presented for type certification.

PRODUCTION CERTIFICATES

§ 1.30 *Application.* Any person, whether or not a citizen of the United States, may apply for the issuance of a production certificate. The application for a production certificate shall be made upon a form and in a manner prescribed by the Administrator.

§ 1.31 *Products for which issued.* A production certificate shall be issued only for products for which a type certificate is currently in effect. The applicant shall hold a currently effective type certificate for the product to be manufactured or shall hold a current right to the benefits of such certificate under a licensing agreement.

§ 1.32 *Requirements for issuance.* A person shall be issued a production certificate when the Administrator finds, after examination of the supporting data and after inspection of the organization and production facilities, that the applicant complies with the requirements of §§ 1.33 through 1.37.

§ 1.33 *Location of manufacturing facilities.* No production certificate for a product shall be issued if the manufacturing facilities therefor are located outside the United States, unless where facilities are located outside the United States the Administrator finds that no undue burden on the Government is created in administering applicable requirements of the act or regulations issued thereunder.

§ 1.34 *Quality control.* The applicant shall show that he is adequately prepared to manufacture and control the quality of any product for which he requests production certification, so that each article shall conform with the design provisions of the pertinent type certificate. A product manufactured under a production certificate may be required to undergo inspection by a representative of the Administrator to determine whether the individual product conforms to the type design.

§ 1.35 *Statement of conformity.* It shall not be necessary for the holder of a production certificate to furnish a separate statement of conformity for each of the products produced.

§ 1.36 *Data required; prime manufacturer.* The applicant shall submit the data listed in paragraphs (a) through (e) of this section.

(a) A description of the manufacturing layout and production flow,

(b) A listing and description of any special processes required by the product or products to be manufactured,

(c) A description of the established quality-control organization, its functions and responsibilities, including an organizational chart showing the lines of authority for quality control and inspection responsibility,

(d) If the application is for the manufacture of an aircraft, a description of the flight test procedures established by the manufacturer for the testing of production aircraft and a copy of the flight test check list to be used, and for other products a description of such tests established by the manufacturer as may be appropriate for the product, and

(e) A list, by name and address, of any subsidiary manufacturers. (See § 1.37.)

§ 1.37 *Data required; subsidiary manufacturer.* Where found necessary by the Administrator, a subsidiary manufacturer shall submit the data prescribed by paragraphs (a), (b), and (c) of § 1.36.

§ 1.38 *Modification of required data.* The holder of a production certificate shall immediately notify the Administrator in writing of any changes affecting the data required by § 1.36 which may alter the conformity or quality control of the product being manufactured.

§ 1.39 *Multiple products.* The Administrator may authorize more than one type certificated product to be manufactured under the terms of one production certificate provided that the products have similar production characteristics.

§ 1.40 *Production limitation record.* A production limitation record shall be issued as part of a production certificate. The record shall list the type certificate of every product which the applicant is authorized to manufacture under the terms of a production certificate. Where different models of a basic type approved under the same type certificate number require different fabrication methods and processes, the Administrator may list the model designation of the product for which authorization is

given, as well as the type certificate number, on the production limitation record.

§ 1.41 *Modification of the production limitation record.* The holder of a production certificate desiring the addition of a type certificate and/or model to the production certificate shall submit an application therefor upon a form and in a manner prescribed by the Administrator. The applicant shall comply with the applicable requirements of §§ 1.32 through 1.36 and 1.38.

§ 1.42 *Transferability.* A production certificate shall not be transferred.

§ 1.43 *Inspection.* A representative of the Administrator shall be permitted to make such inspections as may be necessary to determine compliance with the requirements of the Civil Air Regulations.

§ 1.44 *Duration.* A production certificate shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Board, or the location of the manufacturing facility is changed.

§ 1.45 *Display.* A production certificate shall be prominently displayed in the main office of the factory.

AIRCRAFT AND PRODUCT IDENTIFICATION

§ 1.50 *Identification.* (a) Each product manufactured under the terms of a type or production certificate shall display permanently such data as may be required to show its identity. The data shall include such of the following items as the Administrator finds appropriate: (1) Manufacturer's name, (2) model designation, (3) manufacturer's serial number (if article is numbered serially), otherwise the date of manufacture, except that articles subject to deterioration as a result of aging (parachutes, parachute flares, etc.), shall bear the date of manufacture in addition to the serial number, if any, (4) type certificate number, (5) production certificate number, (6) capacity or rating.

AIRWORTHINESS CERTIFICATES

§ 1.60 *Application.* Any U. S. citizen may apply for issuance of an airworthiness certificate for an aircraft provided that he is the registered owner of the aircraft or his agent. The application for an airworthiness certificate shall be made upon a form and in a manner prescribed by the Administrator.

§ 1.61 *Aircraft categories for which airworthiness certificates are issued.* Airworthiness certificates are issued for aircraft whose type design has been certificated under the normal, utility, acrobatic, or transport categories, for aircraft of the restricted category, and for surplus military aircraft in the limited category. In addition, experimental certificates and special flight permits are issued.

§ 1.62 *Amendment or modification.* An airworthiness certificate may be amended or modified only upon application to the Administrator.

§ 1.63 *Transferability.* An airworthiness certificate shall be transferred with the aircraft.

§ 1.64 *Duration.* (a) Unless sooner surrendered, suspended, revoked, or a termination date is otherwise established by the Board, the duration of an airworthiness certificate shall be in accordance with the provisions of subparagraphs (1) through (3) of this paragraph.

(1) *Experimental aircraft.* An experimental airworthiness certificate shall remain in effect for one year from the date of issuance or renewal, unless a shorter period is established by the Administrator.

(2) Aircraft maintained under a continuous maintenance system. An airworthiness certificate issued for an aircraft maintained under an approved continuous maintenance system shall remain in effect without renewal during the period the aircraft is maintained in accordance with such a system.

(3) Other aircraft. Except as provided in subparagraphs (1) and (2) of this paragraph, airworthiness certificates on other aircraft shall remain in effect for one year after the date of issuance or renewal. The airworthiness certificate shall be renewed upon satisfactory completion of the annual inspection elsewhere required in the Civil Air Regulations.

(b) The Administrator may, from time to time, reinspect any aircraft or part thereof to see whether it is in an airworthy condition. The owner, operator, or bailee of the aircraft shall make it available for such inspection upon request.

(c) Upon suspension, revocation, or the general termination by order of the Board of an airworthiness certificate, the owner, operator, or bailee of an aircraft shall, upon request, surrender the certificate to an authorized representative of the Administrator.

§ 1.65 *Display.* An airworthiness certificate shall be carried in the aircraft at all times, and shall be displayed as prescribed by the Administrator.

§ 1.66 *Airworthiness certificates for normal, utility, acrobatic, and transport categories.* Aircraft certificated in the normal, utility, acrobatic, and transport categories may be used for the carriage of persons and property for compensation or hire.

§ 1.67 *Airworthiness certificate; requirements for issuance.* The requirements for the issuance of an airworthiness certificate are stated in paragraphs (a) and (b) of this section.

(a) *Aircraft manufactured under a production certificate.* An applicant for the original issuance of an airworthiness certificate for an aircraft, whose type design was certificated in categories other than the limited category, manufactured under the terms of a production certificate, may be issued such certificate, without further showing. The Administrator may inspect the aircraft to see if it conforms to the type design.

(b) *Aircraft manufactured under type certificate only.* An applicant for the original issuance of an airworthiness certificate for an aircraft, whose type design was certificated in categories other than the limited category, manufactured under the terms of a type certificate only, shall be issued such certificate upon presentation of a statement of conformity for such aircraft issued by the manufacturer when, upon inspection of the aircraft, the Administrator finds that the aircraft conforms to the type design, and is in a condition for safe operation.

§ 1.68 *Airworthiness certificates for restricted category aircraft.* Aircraft certificated in the restricted category shall not be used for the carriage of persons or cargo for compensation or hire. For purposes of this section, crop dusting, seeding, and other similar specialized operations are not considered as the carriage of persons or cargo for compensation or hire. Other special limitations for such aircraft are prescribed under the provisions of Part 8 of the Civil Air Regulations.

§ 1.69 *Airworthiness certificates for restricted category aircraft; requirements for issuance.* The requirements for issuance of an airworthiness certificate for an aircraft in the restricted category are as stated in paragraphs (a) and (b) of this section.

(a) *Aircraft manufactured under a production certificate or type certificate only.* An applicant for the original issuance of an airworthiness certificate for an aircraft in the restricted category, type certificated under the provisions of § 8.10 (a) (1), shall comply with the appropriate provisions of § 1.67.

(b) *Other aircraft.* An applicant for the issuance of an airworthiness certificate for aircraft of the restricted category other than those referred to in paragraph (a) of this section, such as surplus military aircraft and modified civil aircraft, may be issued such certificate when he demonstrates compliance with the provisions of subparagraphs (1) through (3) of this paragraph.

(1) The aircraft has been type certificated under the provisions of § 8.10 (a) (2), or modified under the provisions of § 8.10 (b) of the Civil Air Regulations;

(2) The aircraft has been inspected by the Administrator and found by him to be in a good state of preservation and repair and in condition for safe operation; and

(3) The Administrator has prescribed operating limitations in accordance with Part 8 of the Civil Air Regulations.

§ 1.70 *Multiple airworthiness certification.* Multiple airworthiness certification shall conform to the provisions of paragraphs (a) and (b) of this section.

(a) An aircraft shall be issued an airworthiness certificate in the restricted category and in any one or more of the other airworthiness categories prescribed by the Civil Air Regulations, if the applicant shows compliance with the requirements for each category when the aircraft is in the configuration for that category and if the aircraft can be converted from one category to another by removal or addition of equipment by simple mechanical means.

(b) Any aircraft certificated in the restricted and any other category shall be inspected and approved by an authorized representative of the Administrator, or by a certificated mechanic with an ap-

propriate airframe rating, to determine airworthiness each time the aircraft is converted from the restricted category to another category for the carriage of passengers for compensation or hire, unless the Administrator finds this unnecessary for safety in a particular case.

§ 1.71 *Airworthiness certificate for limited category aircraft.* Airworthiness certificates in the limited category are issued for surplus military aircraft type certificated under Part 9 of the Civil Air Regulations. Aircraft in the limited category may not be used for the carriage of persons or property for compensation or hire.

§ 1.72 *Airworthiness certificate for limited category aircraft; requirements for reissuance.* An applicant for an airworthiness certificate for an aircraft in the limited category shall show that the aircraft has been previously type certificated in the limited category, and that the aircraft complies fully with the requirements of Part 9 of the Civil Air Regulations.

§ 1.73 *Experimental certificates.* Experimental certificates are issued for amateur-built aircraft and for aircraft which are to be used for experiment, for exhibition, for air racing, and to show compliance with Civil Air Regulations for the issuance of type certificates and related purposes.

§ 1.74 *Experimental certificates; requirements for issuance.* The requirements for the issuance of experimental certificates are as stated in paragraphs (a) and (b) of this section.

(a) In applying for an experimental certificate the applicant shall submit:

(1) A statement upon a form and in a manner prescribed by the Administrator setting forth the purpose for which the aircraft is to be used,

(2) Sufficient data, such as photographs, to identify the aircraft, and,

(3) Upon inspection of the aircraft, any pertinent information found necessary by the Administrator to safeguard the general public.

(b) The Administrator shall prescribe appropriate operating restrictions for the use of experimental aircraft. Such restrictions shall include the prohibition of carrying persons or property for compensation or hire.

§ 1.75 *Special flight permits.* A special flight permit may be issued for an aircraft which may not currently meet applicable airworthiness requirements, but which is capable of safe flight, for the purpose of permitting the aircraft to be flown to a base where repairs or alterations are to be made or to permit the delivery or export of the aircraft.

§ 1.76 *Special flight permits; requirements for issuance.* The requirements for the issuance of special flight permits are as stated in paragraphs (a) and (b) of this section.

(a) Where found necessary by the Administrator, an applicant for a special flight permit shall submit a statement in a form approved by the Administrator indicating the purpose of the flight, the proposed itinerary, the duration of authorization requested, the persons to be on board the aircraft, the particulars, if any, in which the aircraft does not comply fully with the applicable airworthiness requirements, and the restrictions, if any, deemed necessary for safe operation of the aircraft.

(b) The Administrator shall accomplish, or shall require the applicant to accomplish, such appropriate inspections or tests as the Administrator may deem necessary in the interest of safety.

(c) Nothing in paragraphs (a) and (b) of this section shall prevent the issuance to an air carrier by the Administrator of a general authorization to conduct ferry flights for specified purposes as provided in those paragraphs, under such terms and conditions as may from time to time be prescribed by the Administrator.

AIRCRAFT NATIONALITY AND REGISTRATION MARKS

§ 1.100 *General.* The identification of each aircraft shall be marked, and the markings shall be displayed as required in §§ 1.101 through 1.107. No design, mark, or symbol which modifies or confuses the identification marks shall be placed on an aircraft, except with the approval of the Administrator.

§ 1.101 *Display of identification marks.* Identification marks shall be displayed in accordance with the provisions in paragraphs (a) and (b) of this section.

(a) Aircraft registered for the first time after December 31, 1948, shall display identification marks consisting of the Roman capital letter "N", denoting United States registration, followed by the registration number. Other aircraft which display identification marks containing an airworthiness symbol "C", "R", "X", or "L" and which are operated solely within the United States may display such identification marks until the first time such aircraft are recovered or refinished to an extent necessitating the reapplication of the identification mark. Thereafter, such aircraft, and after December 31, 1950, all aircraft of United States registry operated outside of the United States, shall display identification marks consisting of the Roman capital letter "N", denoting United States registration, followed by the registration number.

(b) When an identification mark including only the Roman capital letter "N" and the registration number is utilized, limited and restricted category aircraft and experimental aircraft shall display the words "limited," "restricted," or "experimental," respectively, near each entrance to the cabin or cockpit of the aircraft. These markings shall be in letters not less than 2 inches nor more than 6 inches in height.

§ 1.102 *Location of identification marks.* Identification marks shall be located in accordance with paragraphs (a) through (e) of this section.

(a) *Fixed-wing aircraft.* The requirements of subparagraphs (1) through (3) of this paragraph shall be applicable to fixed-wing aircraft.

(1) *Wing surfaces.* Identification marks shall be displayed on the right half of the upper surface and the left half of the lower surface of the wing structure. As far as possible, the marks shall be located an equal distance from the leading and trailing edges of the wing. The top of the marks shall be toward the leading edge of the wing.

(2) *Vertical tail surfaces.* Identification marks shall be displayed on the upper half of the vertical tail surface. They shall be displayed on both sides of a single tail surface and on the outer sides of multitail surfaces. They may be placed either horizontally or vertically.

(3) *Fuselage surfaces.* Identification marks shall be displayed on the fuselage when the aircraft does not have a vertical tail surface. The marks shall be located on each side of the top half of the fuselage, just forward of the leading edge of the horizontal tail surface. They may be placed either horizontally or vertically.

(b) *Rotorcraft.* The requirements of subparagraphs (1) and (2) of this paragraph shall be applicable to rotorcraft.

(1) *Bottom fuselage surfaces.* Identification marks shall be displayed on the bottom surface of the fuselage or cabin. The top of the marks shall be toward the left side of the fuselage.

(2) *Side fuselage surfaces.* Identification marks shall be displayed below the window lines and as near the cockpit as possible.

(c) *Airships.* The requirements of subparagraphs (1) and (2) of this paragraph shall be applicable to airships.

(1) *Horizontal stabilizer surfaces.* Identification marks shall be displayed on the upper surface of the right horizontal stabilizer and on the under surface of the left horizontal stabilizer. The top of the marks shall be toward the leading edge of the stabilizer. The marks shall be placed horizontally.

(2) *Vertical stabilizer surfaces.* Identification marks shall be displayed on each side of the bottom half of the vertical stabilizer. The marks shall be placed horizontally.

(d) *Spherical balloons.* Identification marks for spherical balloons shall be displayed on two places diametrically opposite, and shall be located near the maximum horizontal circumference of the balloon.

(e) *Nonspherical balloons.* Identification marks for nonspherical balloons shall be displayed on each side. They shall be located near the maximum cross section of the balloon, immediately above either the rigging band or the points of attachment of the basket or cabin suspension cables.

§ 1.103 *Measurements of identification marks.* The measurements of identification marks shall conform to the provisions of paragraphs (a) through (d) of this section.

(a) *Fixed-wing aircraft.* The requirements of subparagraphs (1) and (2) of this paragraph shall be applicable to fixed-wing aircraft.

(1) *Wing surfaces.* The height of the identification marks on the wings shall be at least 20 inches.

(2) *Fuselage and vertical tail surfaces.* Identification marks shall be such as to leave at least a margin of 2 inches along each edge of the surface. Within

these stipulations, the marks shall be as large as practicable, except that this rule shall not be interpreted as requiring the use of marks exceeding 6 inches in height or permitting the use of marks smaller than 2 inches in height. The letters and numbers of each separate group of identification marks shall be of equal height.

(b) *Rotorcraft.* The requirements of subparagraphs (1) and (2) of this paragraph shall be applicable to rotorcraft.

(1) *Fuselage or cabin bottom surfaces.* Identification marks shall be at least 4/5 as high as the fuselage is wide, but need not be more than 20 inches high.

(2) *Fuselage or cabin side surfaces.* Identification marks shall conform to requirements stipulated in subparagraph (a) (2) of this section.

(c) *Lighter-than-air aircraft.* The requirements of subparagraph (1) of this paragraph shall be applicable to lighter-than-air aircraft.

(1) On each airship, spherical balloon, or nonspherical balloon identification marks shall be at least 20 inches high.

(d) *All aircraft.* The requirements of subparagraphs (1) through (3) of this paragraph shall be applicable to all aircraft.

(1) *Width.* Identification marks shall be 2/3 as wide as they are high with the exception of number "1" which shall be 1/6 as wide as it is high.

(2) *Thickness.* Identification marks shall be formed by solid lines of a thickness equal to 1/6 of the character height.

(3) *Spacing.* The space between the identification numbers and letters shall be not less than 1/4 of the character width.

§ 1.104 *Color.* On each aircraft, identification marks shall contrast in color with the background.

§ 1.105 *Affixation.* On each aircraft, identification marks shal be painted or shall be affixed by such other means as will insure a similar degree of permanence and legibility, except that aircraft intended for immediate delivery to a foreign purchaser may display identification marks affixed with readily removable material.

§ 1.106 *Design.* On each aircraft, identification marks shall have no ornamentation.

§ 1.107 *Maintenance.* On each aircraft, identification marks shall be kept clean and legible at all times.

§ 1.108 *Identification marks for nonconventional aircraft.* The identification marking rules prescribed in §§ 1.101 through 1.107 are intended to apply to conventional aircraft as they are known today. When aircraft are developed which do not conform to the general configuration of present-day aircraft, a procedure for identification marking shall be prescribed by the Administrator.

§ 1.109 *Identification marks for export aircraft.* An aircraft manufactured in the United States for delivery outside the United States or its possessions may display such identification marks as are required by the State of registry of the aircraft. Such aircraft shall be operated only for the purpose of test and demonstration flights for a limited period of time or while in necessary transit to the purchaser.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-11709; Filed, Dec. 14, 1950; 8:54 a. m.]

[Civil Air Regs., Amdt. 2-2]

PART 2—TYPE AND PRODUCTION CERTIFICATES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

The regulations pertaining to type and production certificates have been revised and transferred to Part 1 of the Civil Air Regulations in a revision of that part, effective January 15, 1951, in order to consolidate and systematize the administrative rules for obtaining necessary aircraft and product certification. We are therefore rescinding Part 2.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby rescinds Part 2 of the Civil Air Regulations (14 CFR, Part 2, as amended) effective January 15, 1951.

(Sec. 205, 52 Stat. 984 as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009 as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-11711; Filed, Dec. 14, 1950; 8:54 a. m.]

[Civil Air Regs., Amdt. 3-4]

PART 3—AIRPLANE AIRWORTHINESS; NORMAL, UTILITY, ACROBATIC, AND RESTRICTED-PURPOSE CATEGORIES

SERVICE TESTS, PERFORMANCE, STALLS, SPINS, AND OTHER CHANGES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

Amendments to this part are the result of studies and discussions undertaken during the 1950 airworthiness annual review, and include those items on which the Board believes action may properly be taken at this time. In general, most of the significant changes stem from the desire for simplification of the rules in this part with respect to the smaller airplanes, specifically those of 6,000 pounds maximum weight or less, which would be expected to be used mainly as personal airplanes.

The amendments include the deletion of the so-called "service test" requirement for airplanes of 6,000 pounds maximum weight or less, because experience seems to indicate that this rule imposes a burden upon the manufacturers not commensurate with the safety gained. In addition, for airplanes in this weight range the take-off, climb, landing, and trim requirements have been modified.

The spin recovery requirements for airplanes of 4,000 pounds maximum weight or less have been changed to permit demonstration of recovery with use of normal controls, and more realistic requirements for stall handling characteristics are set forth for all airplanes. The latter are complemented by a requirement for stall warning indication.

Amendments are also included increasing the crash load factors for seat attachments and belt anchorages. These are intended to increase the survival possibilities in crashes where the cabin structure remains relatively intact, and they are consistent with the newly established standards for safety belts.

There are additional amendments of a relatively minor nature, based upon experience with the requirements of this part, designed to increase safety or to facilitate administration of the part. These include a revision of the position light system requirements to bring them them up to date and to provide a greater degree of clarity and uniformity with similar provisions in other parts of the regulations.

It should be noted that this amendment does not limit the general applicability of Part 3 to any specific maximum weight of airplanes, for example 12,500 pounds. However, as was indicated in the notice of proposed rule making, serious consideration is being given to some type of limitation because this part originally was intended primarily for the smaller nontransport type airplanes and not for the larger and generally more complicated types. It is the Board's intention to determine at an early date the proper relationship between the various airworthiness categories and the various operational uses, and to impose by regulation suitable limitations on the introduction into passenger air carrier service of any new large-type airplanes.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 3 of the Civil Air Regulations (14 CFR, Part 3, as amended) effective January 15, 1951:

1. By amending the title thereof to read as follows: Part 3—Airplane Airworthiness—Normal, Utility, and Acrobatic Categories.

2. By rescinding §§ 3.11 and 3.12.

3. By adding a new § 3.11 to read as follows:

§ 3.11 *Airworthiness, experimental, and production certificates.* (For requirements with regard to these certificates, see Part 1 of the Civil Air Regulations.)

4. By amending § 3.19 to read as follows:

§ 3.19 *Flight tests.* (a) After proof of compliance with the structural requirements contained in this part, and upon completion of all necessary inspection and testing on the ground, and proof of

conformity of the airplane with the type design, and upon receipt from the applicant of a report of flight tests conducted by him, there shall be conducted such official flight tests as the Administrator finds necessary to determine compliance with §§ 3.61 through 3.780.

(b) After the conclusion of the flight tests prescribed in paragraph (a) of this section such additional flight tests shall be conducted, on airplanes having a maximum certificated take-off weight of more than 6,000 pounds, as the Administrator finds necessary to ascertain whether there is reasonable assurance that the airplane, its components, and equipment are reliable and function properly. The extent of such additional flight tests shall depend upon the complexity of the airplane, the number and nature of new design features, and the record of previous tests and experience for the particular airplane model, its components, and equipment. If practicable, the flight tests performed for the purpose of ascertaining reliability and proper functioning shall be conducted on the same airplane which was used in flight tests to show compliance with §§ 3.61 through 3.780.

5. By adding a new § 3.80 to read as follows:

§ 3.80 *Alternate performance requirements.* The provisions of §§ 3.84, 3.85, 3.86, and 3.112 (a) (2) (ii) shall not be applicable to airplanes having a maximum certificated take-off weight of 6,000 pounds or less. In lieu thereof, such airplanes shall comply with the provisions of §§ 3.84a, 3.85a, 3.87, and 3.112 (c).

6. By adding a new § 3.84a to read as follows:

§ 3.64a *Take-off requirements; airplanes of 6,000 lbs. or less.* Airplanes having a maximum certificated take-off weight of 6,000 lbs. or less shall comply with the provisions of this section.

(a) The elevator control for tail wheel type airplanes shall be sufficient to maintain at a speed equal to 0.8 V_{s_1} an airplane attitude which will permit holding the airplane on the runway until a safe take-off speed is attained.

(b) The elevator control for nose wheel type airplanes shall be sufficient to raise the nose wheel clear of the take-off surface at a speed equal to 0.85V_{s_1}.

(c) The characteristics prescribed in paragraphs (a) and (b) of this section shall be demonstrated with:

(1) Take-off power, (2) most unfavorable weight, (3) most unfavorable c. g. position.

(d) It shall be demonstrated that the airplane will take off safely without requiring an exceptional degree of piloting skill.

7. By adding a new § 3.85a to read as follows:

§ 3.85a *Climb requirements; airplanes of 6,000 lbs. or less.* Airplanes having a maximum certificated take-off weight of 6,000 lbs. or less shall comply with the requirements of this section.

(a) *Climb; take-off climb condition.* The steady rate of climb at sea level shall not be less than 10 V_{s_1} or 300 feet per minute, whichever is the greater, with: (1) Take-off power, (2) landing gear extended, (3) wing flaps in take-off position, (4) cowl flaps in the position used in cooling tests specified in §§ 3.581 through 3.596.

(b) *Climb with inoperative engine.* All multiengine airplanes having a stalling speed V_{s_0} greater than 70 miles per hour shall have a steady rate of climb of at least 0.02 $V_{s_0}^2$ in feet per minute at an altitude of 5,000 feet with the critical engine inoperative and: (1) The remaining engines operating at not more than maximum continuous power, (2) the inoperative propeller in the minimum drag position, (3) landing gear retracted, (4) wing flaps in the most favorable position, (5) cowl flaps in the position used in cooling tests specified in §§ 3.581 through 3.596.

(c) *Climb; balked landing conditions.* The steady rate of climb at sea level shall not be less than 5 V_{s_0} or 200 feet per minute, whichever is the greater, with: (1) Take-off power, (2) landing gear extended, (3) wing flaps in the landing position. If rapid retraction is possible with safety, without loss of altitude and without requiring sudden changes of angle of attack or exceptional skill on the part of the pilot, wing flaps may be retracted.

8. By adding a new § 3.87 to read as follows:

§ 3.87 *Landing requirements; airplanes of 6,000 lbs. or less.* For an airplane having a maximum certificated take-off weight of 6,000 lbs. or less it shall be demonstrated that the airplane can be safely landed and brought to a stop without requiring an exceptional degree of piloting skill, and without excessive vertical acceleration, tendency to bounce, nose over, ground loop, porpoise, or water loop.

9. By adding a new § 3.112 (c) to read as follows:

§ 3.112 *Requirements.* * * *

(c) For aircraft having a maximum certificated take-off weight of 6,000 lbs. or less, the value specified in paragraph (a) (2) (ii) of this section shall be 1.5 V_{s_1} or, if the stalling speed V_{s_1} is not obtainable in the particular configuration, 1.5 times the minimum steady flight speed at which the airplane is controllable.

10. By amending § 3.120 to read as follows:

§ 3.120 *Stalling demonstration.* (a) Stalls shall be demonstrated under two conditions: (1) With power off, and (2) with the power setting not less than that required to show compliance with the provisions of paragraph (a) of § 3.85 or with those of § 3.85a, whichever are appropriate.

(b) In either condition required by paragraph (a) of this section it shall be possible, with flaps and landing gear in any position, with center of gravity in the position least favorable for recovery, and with appropriate airplane weights, to show compliance with the applicable requirements of paragraphs (c) through (f) of this section.

(c) For airplanes having independently controlled rolling and directional controls, it shall be possible to produce and to correct roll by unreversed use of the rolling control and to produce and correct yaw by unreversed use of the directional control up until the time the airplane pitches in the maneuver prescribed in paragraph (g) of this section.

(d) For two-control airplanes having either interconnected lateral and directional controls or for airplanes having only one of these controls, it shall be possible to produce and to correct roll by unreversed use of the rolling control without producing excessive yaw up until the time the airplane pitches in the maneuver prescribed in paragraph (g) of this section.

(e) During the recovery portion of the stall maneuver the pitch shall not exceed a value of 30° below level, and the airplane shall not develop uncontrollable rolling or yawing characteristics before the recovery is achieved. The altitude lost in the stall maneuver shall be entered in the airplane flight manual.

(f) A clear and distinctive stall warning shall precede the stalling of the airplane, with the flaps and landing gear in any position, both in straight and turning flight. The stall warning shall begin at a speed exceeding that of stalling by not less than 5 but not more than 10 miles per hour and shall continue until the stall occurs.

(g) In demonstrating the qualities required by paragraphs (c) through (f) of this section, the procedure set forth in subparagraphs (1) and (2) of this paragraph shall be followed.

(1) With trim controls adjusted for straight flight at a speed of approximately 1.4 V_{s_1}, the speed shall be reduced by means of the elevator control until the speed is steady at slightly above stalling speed; then

(2) The elevator control shall be pulled back at a rate such that the airplane speed reduction does not exceed 1 mile per hour per second until a stall is produced as evidenced by an uncontrollable downward pitching motion of the airplane, or until the control reaches the stop. Normal use of the elevator control for recovery shall be allowed after such pitching motion has unmistakably developed.

11. By amending § 3.124 (a) to read as follows:

§ 3.124 *Spinning*—(a) *Category N.* All airplanes of 4,000 lbs. or less maximum weight shall recover from a one-turn spin with the controls applied normally for recovery in not more than one additional turn and without exceeding either the limiting air speed or the limit positive maneuvering load factor for the airplane. In addition, there shall be no excessive back pressure either during the spin or in the recovery. It shall not be possible to obtain uncontrollable spins by means of any possible use of the controls. Compliance with these requirements shall be demonstrated at any permissible combination of weight and center of gravity positions obtainable with all or any part of the designed useful load. All airplanes in category N, regardless of

weight, shall be placarded against spins or demonstrated to be "characteristically incapable of spinning" in which case they shall be so designated. (See paragraph (d) of this section.)

12. By amending § 3.318 to read as follows:

§ 3.318 *Ribs.* Rib tests shall simulate conditions in the airplane with respect to torsional rigidity of spars, fixity conditions, lateral support, and attachment to spars. The effects of ailerons and high lift devices shall be properly accounted for.

13. By rescinding §§ 3.319, "External bracing" and 3.320, "Covering."

14. By adding a new sentence at the end of paragraph (a) of § 3.390 to read as follows:

§ 3.390 *Seats and berths*—(a) *Passenger seats and berths.* * * * The accelerations prescribed in § 3.386 shall be multiplied by a factor of 1.33 for determining the strength of the seat and berth attachments to the structure.

15. By adding a new sentence at the end of § 3.391 to read as follows:

§ 3.391 *Safety belt or harness provisions.* * * * The accelerations prescribed in § 3.386 shall be multiplied by a factor of 1.33 for determining the strength of the belt anchorages to the seat or to the structure.

16. By amending the first sentence of § 3.417 to read as follows:

§ 3.417 *Propeller vibration.* In the case of propellers with metal blades or other highly stressed metal components, the magnitude of the critical vibration stresses under all normal conditions of operation shall be determined by actual measurements or by comparison with similar installations for which such measurements have been made.

17. By amending § 3.431 to read as follows:

§ 3.431 *Multiengine fuel system arrangement.* The fuel systems of multiengine airplanes which are required to comply with the provisions of § 3.85 (b) shall be arranged to permit operation in at least one configuration in such a manner that the failure of any one component will not result in the loss of power of more than one engine and will not require immediate action by the pilot to prevent the loss of power of more than one engine. Unless other provisions are made to comply with this requirement, the fuel system shall be arranged to permit supplying fuel to each engine through a system entirely independent of any portion of the system supplying fuel to the other engines. Other multiengine airplanes shall also comply with the requirements except that separate fuel tanks need not be provided for each engine.

18. By amending § 3.434 to read as follows:

§ 3.434 *Fuel flow rate for gravity systems.* The fuel flow rate for gravity systems (main and reserve supply) shall be 150 percent of the actual take-off fuel consumption of the engine.

19. By amending § 3.438 to read as follows:

§ 3.438 *Fuel system hot weather operation.* Airplanes with suction lift fuel systems or other fuel system features conducive to vapor formation shall be demonstrated to be free from vapor lock when using fuel at a temperature of 110° F. under critical operating conditions.

20. By amending § 3.442 (a) to read as follows:

§ 3.442 *Fuel tank installation.* (a) The method of supporting tanks shall not be such as to concentrate the loads resulting from the weight of the fuel in the tanks. Pads shall be provided to prevent chafing between the tank and its supports. Materials employed for padding shall be nonabsorbent or shall be treated to prevent the absorption of fuels. If flexible tank liners are employed, they shall be of an approved type, and they shall be so supported that the liner is not required to withstand fluid loads. Interior surfaces of compartments for such liners shall be smooth and free of projections which are apt to cause wear of the liner, unless provisions are made for the protection of the liner at such points or unless the construction of the liner itself provides such protection. A positive pressure shall be maintained within the vapor space of all bladder cells under all conditions of operation including the critical condition of low air speed and rate of descent likely to be encountered in normal operation.

21. By amending paragraphs (a) and (b) of § 3.444 to read as follows:

§ 3.444 *Fuel tank sump.* (a) Each tank shall be provided with a drainable sump having a capacity of not less than 0.25 percent of the tank capacity or 1/16 gallon, whichever is the greater. It shall be acceptable to dispense with the sump if the fuel system is provided with a sediment bowl permitting ground inspection. The sediment bowl shall also be accessible for drainage. The capacity of the sediment chamber shall not be less than 1 ounce per each 20 gallons of the fuel tank capacity.

(b) If a fuel tank sump is provided, the capacity specified in paragraph (a) of this section shall be effective with the airplane in the normal ground attitude and in all normal flight attitudes.

22. By amending § 3.449 (b) to read as follows:

§ 3.449 *Fuel pump and pump installation.* * * *

(b) Emergency fuel pumps shall be provided to permit supplying all engines with fuel in case of the failure of any one engine-driven pump, except that if an engine fuel injection pump which has been certificated as an integral part of the engine is used, an emergency pump is not required. Emergency pumps shall be available for immediate use in case of the failure of any other pump. If both the normal pump and emergency pump operate continuously, means shall be provided to indicate to the crew when either pump is malfunctioning.

23. By amending § 3.553 to read as follows:

§ 3.553 *Fuel system drains.* Drains shall be provided to permit safe drainage of the entire fuel system and shall incorporate means for locking in the closed position. The provisions for drainage shall be effective in the normal ground attitude.

24. By amending § 3.561 to read as follows:

§ 3.561 *Oil system.* Each engine shall be provided with an independent oil system capable of supplying the engine with an ample quantity of oil at a temperature not exceeding the maximum which has been established as safe for continuous operation. The usable oil tank capacity shall not be less than the product of the endurance of the airplane under critical operating conditions and the maximum oil consumption of the engine under the same conditions, plus a suitable margin to assure adequate system circulation and cooling. In lieu of a rational analysis of airplane range and oil consumption, a fuel-oil ratio of 30:1 by volume shall be considered acceptable.

25. By amending § 3.605 (b) to read as follows:

§ 3.605 *General.* * * *

(b) Each engine shall be provided with at least two separate air intake sources, except that in the case of an engine equipped with a fuel injector only one air intake source need be provided, if the air intake, opening, or passage is unobstructed by a screen, filter, or other part on which ice might form and so restrict the air flow as to affect adversely engine operation. It shall be permissible for primary air intakes to open within the cowling only if that portion of the cowling is isolated from the engine accessory section by means of a fire-resistant diaphragm or if provision is made to prevent the emergence of backfire flames. Alternate air intakes shall be located in a sheltered position and shall not open within the cowling unless they are so located that the emergence of backfire flames will not result in a hazard. Supplying air to the engine through the alternate air intake system of the carburetor air preheater shall not result in the loss of excessive power in addition to the power lost due to the rise in the temperature of the air.

26. By adding a new paragraph (d) to § 3.606 to read as follows:

§ 3.606 *Induction system de-icing and anti-icing provisions.* * * *

(d) Airplanes equipped with sea level engines employing carburetors which embody features tending to reduce the possibility of ice formation shall be provided with a sheltered source of air warmed at least to the extent to which the cylinder cooling air is warmed.

27. By adding a new sentence at the end of paragraph (a) of § 3.624 to read as follows:

§ 3.624 *Fire wall construction.*

(a) * * * However, fire-resistant material may be used in such applications on single-engine airplanes using unsupercharged wet sump engines, provided that the opening which may result in case of fire will not involve a serious

hazard from the standpoint of flame propagation to the sheltered side of the fire wall.

28. By amending § 3.637 to read as follows:

§ 3.637 *Powerplant fire protection.* Suitable means shall be provided to shut off the flow in all lines carrying flammable fluids into the engine compartment on multiengine airplanes required to comply with the provisions of § 3.85 (b).

29. By amending § 3.672 to read as follows:

§ 3.672 *Fuel quantity indicator.* Means shall be provided to indicate to the flight personnel the quantity of fuel in each tank during flight. Tanks, the outlets and air spaces of which are interconnected, may be considered as one tank and need not be provided with separate indicators. Exposed sight gauges shall be so installed and guarded as to preclude the possibility of breakage or damage. Sight gauges which form a trap in which water can collect and freeze shall be provided with means to permit drainage on the ground. Fuel quantity gauges shall be calibrated to read zero during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply as defined by § 3.437. Fuel gauges need not be provided for small auxiliary tanks which are used only to transfer fuel to other tanks, provided that the relative size of the tanks, the rate of fuel transfer, and the instructions pertaining to the use of the tanks are adequate to guard against overflow and to assume that the crew will receive prompt warning in case transfer is not being achieved as intended.

30. By amending §§ 3.700 through 3.703 to read as follows:

§ 3.700 *Position light system installation*—(a) *General.* The provisions of §§ 3.700 through 3.703 shall be applicable to the position light system as a whole, and shall be complied with if a single circuit type system is installed.[1] The single circuit system shall include the items specified in paragraphs (b) through (f) of this section.

(b) *Forward position lights.* Forward position lights shall consist of a red and a green light spaced laterally as far apart as practicable and installed forward on the airplane in such a location that, with the airplane in normal flying position, the red light is displayed on the left side and the green light is displayed on the right side. The individual lights shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(c) *Rear position light.* The rear position light shall be a white light mounted as far aft as practicable. The light shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(d) *Circuit.* The two forward position lights and the rear position light shall constitute a single circuit.

[1] Requirements for dual circuit position light systems are contained in Part 4b of the Civil Air Regulations.

(e) *Flasher.* If employed, an approved position light flasher for a single circuit system shall be installed. The flasher shall be such that the system is energized automatically at a rate of not less than 60 nor more than 100 flashes per minute with an on-off ratio between 2:1 and 1:1. Unless the flasher is of a fail-safe type, means shall be provided in the system to indicate to the pilot when there is a failure of the flasher and a further means shall be provided for turning the lights on steady in the event of such failure.

(f) *Light covers and color filters.* Light covers or color filters used shall be of noncumbustible material and shall be constructed so that they will not change color or shape or suffer any appreciable loss of light transmission during normal use.

§ 3.701 *Position light system dihedral angles.* The forward and rear position lights as installed on the airplane shall show unbroken light within dihedral angles specified in paragraphs (a) through (c) of this section.

(a) Dihedral angle *L* (left) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the airplane and the other at 110° to the left of the first, when looking forward along the longitudinal axis.

(b) Dihedral angle *R* (right) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the airplane and the other at 110° to the right of the first, when looking forward along the longitudinal axis.

(c) Dihedral angle *A* (aft) shall be considered formed by two intersecting vertical planes making angles of 70° to the right and 70° to the left, respectively, looking aft along the longitudinal axis, to a vertical plane passing through the longitudinal axis.

§ 3.702 *Position light distribution and intensities*—(a) *General.* The intensities prescribed in this section are those to be provided by new equipment with all light covers and color filters in place. Intensities shall be determined with the light source operating at a steady value equal to the average luminous output of the light source at the normal operating voltage of the airplane. The light distribution and intensities of position lights shall comply with the provisions of paragraphs (b) and (c) of this section.

(b) *Forward position lights.* Within dihedral angle *L* for the left light and within dihedral angle *R* for the right light each forward position light shall have intensities, in any plane through the longitudinal axis of the unit, of not less than 8 candles for the first 30° as measured from the longitudinal axis, of not less than 4 candles for the next 30°, and of not less than 3 candles for the remaining directions. The intensity of an overlapping beam of the right forward position light shall be reduced to two candles or less in all directions within the first 10° of dihedral angle *L*. Within the next 10° of dihedral angle *L* the overlapping intensity in all directions shall be reduced to 0.5 candle or less. Similar limits shall apply to an overlapping beam of the left forward position light in dihedral angle *R*. The intensities of overlapping beams of the forward position lights shall be reduced to 0.5 candle or less in all directions within the first 10° of dihedral angle *A*. Outside of the aforementioned overlap limits the stray light intensity from the forward position lights shall not exceed 0.5 candle in all directions within dihedral angles *L*, *R*, and *A*.

(c) *Rear position light.* The rear position light shall have an intensity of not less than 4 candles in any direction within dihedral angle *A*. Within a 140° cone, the axis of which is coincident with the longitudinal axis of the airplane, in dihedral angle *A*, the intensity shall not be less than 8 candles. The intensity of an overlapping beam of the rear position light shall be reduced to 1 candle or less in all directions within the first 20° of dihedral angles *L* and *R*. Outside of these overlap limits the stray light intensity from the rear position light shall not exceed 1 candle in all directions within dihedral angles *L* and *R*.

§ 3.703 *Color specifications.* The colors of the position lights shall have the International Commission on Illumination chromaticity coordinates as set forth in paragraphs (a) through (c) of this section.

(a) *Aviation red.*

y is not greater than 0.335,
z is not greater than 0.002;

(b) *Aviation green.*

x is not greater than $0.440-0.320y$,
x is not greater than $y-0.170$,
y is not less than $0.390-0.170x$;

(c) *Aviation white.*

x is not less than 0.350,
x is not greater than 0.540,
$y-y_0$ is not numerically greater than 0.01, y_0 being the y coordinate of the Planckian radiator for which $x_0=x$,

31. By amending the center heading preceding § 3.704 to read, "Riding Light."

32. By amending § 3.704 to read as follows:

§ 3.704 *Riding light.* (a) When a riding (anchor) light is required for a seaplane, flying boat, or amphibian, it shall be capable of showing a white light for at least 2 miles at night under clear atmospheric conditions.

(b) The riding light shall be installed to show the maximum unbroken light practicable when the airplane is moored or drifting on the water. Externally hung lights shall be acceptable.

33. By rescinding § 3.705.

34. By adding a new sentence at the end of § 3.759 to read as follows:

§ 3.759 *Powerplant instruments.* • • • Ranges of engine speed which are restricted as a result of excessive engine or propeller vibration shall be marked with a red arc.

35. By amending § 3.780 (a) to read as follows:

§ 3.780 *Performance information.* (a) For airplanes with a maximum certificated take-off weight of more than

6,000 lbs., information relative to the items of performance set forth in subparagraphs (1) through (5) of this paragraph shall be included.

36. By amending § 3.791 by deleting the reference therein to "§ 2.36" and substituting therefor a reference to "§ 1.50."

37. By amending § 3.792 by deleting the reference therein to "§ 43.10 (c)" and substituting therefor a reference to "§ 1.100."

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11712; Filed, Dec. 14, 1950; 8:54 a. m.]

[Civil Air Regs., Amdt. 4b-1]

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

POSITION LIGHT SYSTEMS AND OTHER CHANGES

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

The position light system requirements of Part 4b are being hereby amended to provide a greater degree of clarity and uniformity. The substantive requirements are not being materially changed except for certain modifications of intensity requirements to bring the regulations into closer conformity with international standards. It is our understanding that United States air carrier position light systems already meet such standards.

In addition other editorial changes are being made in the part to accommodate these substantive changes and also to reflect the consolidation in Part 1 of administrative requirements for the obtaining of airworthiness certificates.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 4b of the Civil Air Regulations effective January 15, 1951:

1. By deleting the words "and airworthiness" from the title and from the first sentence of § 4b.10.

2. By amending § 4b.16 to read as follows:

§ 4b.16 *Airworthiness, experimental, and production certificates.* (For requirements with regard to the certificates see Part 1 of the Civil Air Regulations.)

3. By rescinding §§ 4b.17 and 4b.18.

4. By renumbering § 4b.19 as § 4b.17.

5. By renumbering § 4b.633 as § 4b.636.

6. By renumbering current Figure 4b-18 as 4b-21 and changing the reference in § 4b.651 (b) from Figure 4b-18 to Figure 4b-21.

7. By amending § 4b.632 and by adding new §§ 4b.633 through 4b.635 to read as follows:

4b.632 *Position light system installation.*—(a) *General.* The provisions of §§ 4b.632 through 4b.635 shall be applicable to the position light system as a whole. The position light system shall be of the dual circuit type and shall include the items specified in paragraphs (b) through (g) of this section.

(b) *Forward position lights.* Forward position lights shall consist of a red and a green light spaced laterally as far apart as practicable and installed forward on an airplane in such a location that, with the airplane in normal flying position, the red light is displayed on the left side and the green light is displayed on the right side. The individual lights shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(c) *Rear position lights.* Rear position lights shall consist of a red and a white light mounted on the airplane as far aft as practicable and located in close proximity to each other. The individual lights shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(d) *Fuselage lights.* Fuselage lights shall consist of two white lights installed approximately in line with the forward position lights. One of these lights shall be mounted on the top of the fuselage, the other on the bottom. In the case of seaplanes, the location of the bottom fuselage light shall be subject to specific approval. The individual lights shall be of an approved type.

(e) *Circuits.* The forward position lights and the rear white position light shall be on one circuit, while the two fuselage lights and the rear red position light shall be on the other.

(f) *Flasher.* An approved dual circuit position light flasher shall be installed. The flasher shall be such that the system is actuated automatically with the two circuits energized alternately at a frequency of not less than 36 and not more than 60 cycles per minute. A switch shall be provided in the system to disconnect the flasher from the circuit so that continuous light can be supplied by the forward position lights and the rear white position light while the fuselage lights and the rear red position lights are not energized.

(g) *Light covers and color filters.* Light covers or color filters used shall be of noncombustible material and shall be constructed so that they will not change color or shape or suffer any appreciable loss of light transmission during normal use.

4b.633 *Position light system dihedral angles.* The forward and rear position lights as installed on the airplane shall show unbroken light within dihedral angles specified in paragraphs (a) through (c) of this section.

(a) Dihedral angle L (left) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the airplane and the other at 110° to the left of the first, when looking forward along the longitudinal axis.

(b) Dihedral angle R (right) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the airplane and the other at 110° to the right of the first, when looking forward along the longitudinal axis.

(c) Dihedral angle A (aft) shall be considered formed by two intersecting vertical planes making angles of 70° to the right and 70° to the left, respectively, looking aft along the longtudinal axis, to a vertical plane passing through the longitudinal axis.

4b.634 *Position light distribution and intensities*—(a) *General.* The intensities prescribed in this section are those to be provided by new equipment with all light covers and color filters in place. Intensities shall be determined with the light source operating at a steady value equal to the average luminous output of the light source at the normal operating voltage of the airplane. The light distribution and intensities of position lights shall comply with the provisions of paragraphs (b) and (c) of this section.

(b) *Forward and rear position lights.* The light distribution and intensities of forward and rear position lights shall be expressed in terms of minimum intensities in the horizontal plane, minimum intensities in any vertical plane, and maximum intensities in overlapping beams, within dihedral angles L, R, and A, and shall comply with the provisions of subparagraphs (1) through (3) of this paragraph.

(1) *Intensities in horizontal plane.* The intensities in the horizontal plane shall not be less than the values given in Figure 4b-18. (The horizontal plane is the plane containing the longitudinal axis of the airplane and is perpendicular to the plane of symmetry of the airplane.)

(2) *Intensities above and below horizontal.* The intensities in any vertical plane shall not be less than the appropriate value given in Figure 4b-19, where I is the minimum intensity prescribed in Figure 4b-18 for the corresponding angles in the horizontal plane. (Vertical planes are planes perpendicular to the horizontal plane.)

(3) *Overlaps between adjacent signals.* The intensities in overlaps between adjacent signals shall not exceed the values given in Figure 4b-20.

(c) *Fuselage lights.* The illuminating intensity of the top and the bottom fuselage lights individually shall be equivalent to that which would be furnished by a 32-candlepower lamp installed in a reflector of high reflective properties. The lights shall have a clear cover and the light distribution shall be reasonably uniform throughout approximately a hemisphere.

Dihedral angle (light involved)	Angle from right or left of longitudinal axis, measured from dead ahead	Intensity (candles)
L and *R* (forward red and green)	0° to 10°	40
	10° to 20°	30
	20° to 110°	5
A (Rear white)	110° to 180°	20
A (Rear red)	110° to 180°	4

FIGURE 4b-18—MINIMUM INTENSITIES IN THE HORIZONTAL PLANE OF FORWARD AND REAR POSITION LIGHTS

Angle above or below horizontal	Intensity
0°	1.00 I.
0° to 5°	.90 I.
5° to 10°	.80 I.
10° to 15°	.70 I.
15° to 20°	.50 I.
20° to 30°	.30 I.
30° to 40°	.10 I.
40° to 90°	At least 2 candles.

FIGURE 4b-19—MINIMUM INTENSITIES IN ANY VERTICAL PLANE OF FORWARD AND REAR POSITION LIGHTS

Overlaps	Maximum intensity	
	Area A (candles)	Area B (candles)
Green in dihedral angle L	10	1
Red in dihedral angle R	10	1
Green in dihedral angle A	5	1
Red in dihedral angle A	5	1
Rear white or rear red in dihedral angle L	5	1
Rear white or rear red in dihedral angle R	5	1

NOTE: Area A represents the overlap in any plane bounded by two straight lines forming angles of 10° cos θ and 20° cos θ to the common boundary of the dihedral angles considered. Area B represents the overlap in any plane beyond 20° cos θ. θ is the angle of the plane to the horizontal plane.

FIGURE 4b-20—MAXIMUM INTENSITIES IN OVERLAPPING BEAMS OF FORWARD AND REAR POSITION LIGHTS

§ 4b.635 *Position light color specifications.* The colors of the position lights shall have the International Commission on Illumination chromaticity coordinates as set forth in paragraphs (a) through (c) of this section

(a) *Aviation red.*

y is not greater than 0.335,
z is not greater than 0.002;

(b) *Aviation green.*

x is not greater than $0.440-0.320y$,
x is not greater than $y-0.170$,
y is not less than $0.390-0.170x$;

(c) *Aviation white.*

x is not less than 0.350,
x is not greater than 0.540,
$y-y_0$ is not numerically greater than 0.01, y_0 being the y coordinate of the Planckian radiator for which $x_0=x$.

8. By amending § 4b.750 by changing the reference "§ 2.36" to "§ 1.50."

9. By amending § 4b.751 by changing the reference "the operating rules of the Civil Air Regulations" to "§ 1.100 of the Civil Air Regulations."

(Sec. 205, 52 Stat. 984, as amended, 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-11713; Filed, Dec. 14, 1950; 8:54 a. m.]

[Supp. 11]

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

PROTECTIVE BREATHING EQUIPMENT

The following policies are hereby adopted:

§ 4b.372-1 *Combustion heaters equipped with carbon dioxide fire extinguishers. (CAA policies which apply to § 4b.372.)* See CAM 4b.484-1.

§ 4b.384-1 *Cargo and baggage compartments equipped with carbon dioxide fire extinguishers. (CAA policies which apply to § 4b.384.)* See CAM 4b.484-1.

§ 4b.484-1 *Determination of carbon dioxide concentration in flight crew compartments. (CAA policies which apply to § 4b.484 (b).)* (a) Carbon dioxide has been found to adversely affect flight crew personnel in the performance of their duties. Therefore, in aircraft equipped with built-in carbon dioxide fuselage compartment fire extinguishing systems, the carbon dioxide concentration occurring at the flight crew stations as a result of discharging the fire extinguishers should be determined in accordance with paragraphs (b) and (c) of this section, except that such determination is not considered necessary if:

(1) Five pounds or less of carbon dioxide will be discharged into any one such fuselage compartment in accordance with established fire control procedures, or

(2) Protective breathing equipment is provided for each flight crew member on flight deck duty.

(b) The carbon dioxide concentrations at breathing level at the flight crew stations should be determined in flight tests during which fuselage compartment fire extinguishers are discharged in accordance with established fire control procedures. Since carbon dioxide is heavier than air, a nose down attitude is likely to produce the critical concentrations in the crew compartment. The following conditions should therefore be investigated:

(1) A rapid descent at the "Never Exceed" speed of the airplane, with flaps and landing gear up.

(2) A rapid descent with flaps and landing gear down, at the maximum permissible speed for this configuration.

If it appears that any other condition is likely to be critical on a particular airplane, it should also be investigated.

(c) In the flight tests specified in paragraph (b) of this section, it will be permissible to institute emergency ventilating procedures immediately prior to or following the discharge of carbon dioxide, provided such procedures can be accomplished easily and quickly by the flight crew and do not appreciably reduce the effectiveness of the fire protection system.

(d) If the carbon dioxide concentrations determined in accordance with paragraphs (b) and (c) of this section exceed 3 percent by volume (corrected to standard sea-level conditions), protective breathing equipment should be provided for each flight crew member on flight deck duty.

(e) Appropriate emergency operating procedures should be entered in the Airplane Flight Manual.

§ 4b.651-1 *Safety precautions. (CAA policies which apply to § 4b.651 (a).)* The oxygen system should be so located that leakage or failure in other systems carrying inflammable liquids or gases will not cause the inflammable liquid or gas to come in contact with oxygen lines or equipment. A relief valve or some other means is desirable in low pressure (400 psi) oxygen systems to safely relieve excessive pressures such as might be caused by overcharging. (See also CAR 4b.481 concerning location of tanks containing flammable fluids.)

§ 4b.651-2 *Protective breathing equipment. (CAA policies which apply to § 4b.651 (b).)* (a) *Conditions under which protective breathing equipment may be necessary.* See CAM 4b.484-1, 41.24c-2, 42.29-2, and 61.266-2.

(b) *Oxygen systems.* The Demand type oxygen system, and the Diluter-Demand type oxygen system with the lever of the diluter demand regulator set at "100 percent OXYGEN" (Automix "OFF") have been found to provide adequate protection against noxious gases. If an oxygen system other than one of the above types is proposed for use as protective breathing equipment, it should be demonstrated in tests which simulate emergency conditions that the system is satisfactory for the purpose intended and that protection is given for the period specified in paragraph (c) of this section.

(c) *Protection periods.* The Demand or Diluter-Demand oxygen systems, with a 300-liter supply will furnish 15 minutes protection at altitudes above 8,000 ft. If one of these or any other type of system is used, it should provide protection for this period. A continuous flow system probably would require a rate of flow of 60 liters per minute to provide adequate protection against gases. Such a system is therefore likely to be impractical because of the large oxygen supply necessary for a 15-minute period.

(d) *Portable equipment for crew.* At least one member of the crew should be provided with portable oxygen equipment to enable him to inspect the airplane for determining the source of smoke and gases. The oxygen supply should be adequate for the period specified in paragraph (c) of this section.

(e) *Masks and goggles.* Protective breathing masks should cover the mouth, nose, and eyes, and should fit snugly to prevent the entry of noxious gases. Eye protection goggles may be a part of or separate from the breathing mask. The goggles should provide an adequate field of vision and means should be provided to overcome any unsatisfactory fogging tendency. Periodic application of an effective antifogging agent on the lens is a satisfactory method of overcoming fogging. The masks should be installed so as to be readily available to the appropriate crew members. It should be possible for at least one crew member to carry on radio communication.

(f) *Operating instructions.* Operating instructions, appropriate to the type of system and masks installed, should be provided for the flight crew on placards and/or in the Airplane Flight Manual.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 603, 605, 52

Stat. 1009, 1010 as amended; 49 U. S. C. 553, 555)

These policies shall become effective January 1, 1951.

[SEAL] LEONARD W. JURDEN,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 50-11637; Filed, Dec. 14, 1950; 8:45 a. m.]

PART 6—ROTORCRAFT AIRWORTHINESS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

Part 6, as adopted in 1946, was an initial attempt to establish standards for rotorcraft airworthiness. As of that date in view of the then extremely limited experience with rotorcraft, it was undesirable to specify too rigid standards which might have had the effect of restricting the development of rotorcraft. In view of the rapid development of this category of aircraft since 1946 and the increased engineering and operational experience with it, it is now possible to specify certain additional standards which must be met for type certification. However, it is recognized that rotorcraft are still in a developmental stage where the contribution to safety from a more rigid prescription of standards than contained in the revised part would probably be outweighed by the depressing effect of such prescription on new developments from manufacturers in the field and on applications for type certification from manufacturers not yet in the field.

Part 6, as herein amended, prescribes: (a) Conservative added power-plant requirements, (b) more comprehensive performance, flight, and structural requirements, (c) more detailed design and construction requirements, (d) new equipment and operating requirements, and (e) the compilation of flight and maintenance manuals to be furnished to operators of rotorcraft. In addition, those sections dealing with position light systems have been revised to provide a greater degree of clarity and uniformity, albeit the substance of the requirements has not been altered inasmuch as extensive testing and evaluation of new and better systems are still in progress. It is our opinion that the revised Part 6 will substantially increase safety in the rotorcraft field without depressing future development.

The part also expressly provides that the airworthiness requirements applicable to the type design shall be those in effect at the time of application for the type certificate, thus conforming to the principle of nonretroactivity for airworthiness requirements. The holder of the type certificate, however, is given the option of complying with such requirements or with those in effect at the later date for subsequent amendments to the type design. (It should be noted that the Administrator is authorized to establish appropriate rules for the form and manner of making application for type certificates.) Procedurally, it is provided that the part, as amended, on the date of application for the type certificate shall be considered to be incorporated in the certificate. Such a provision shall be made applicable to current Part 6, thus making possible the promulgation of the amended material contained herein as revised Part 6, rather than as a newly designated part.

The provisions of revised Part 6 reflect the discussions in the annual review meetings on airworthiness requirements and the subsequent comment on the notice of proposed rule making. Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby makes and promulgates a revision of Part 6 of the Civil Air Regulations (14 CFR, Part 6, as amended) effective January 15, 1951, to read as follows:

SUBPART A—GENERAL

APPLICABILITY AND DEFINITIONS

Sec.
6.0 Applicability of this part.
6.1 Definitions.

CERTIFICATION

6.10 Eligibility for type certificates.
6.11 Designation of applicable regulations.
6.12 Amendment of part.
6.13 Type certificate.
6.14 Data required.
6.15 Inspections and tests.
6.16 Flight tests.
6.17 Airworthiness, experimental, and production certificates.
6.18 Approval of materials, parts, processes, and appliances.

CHANGES

6.20 General.
6.21 Classification of changes.
6.22 Approval of minor changes.
6.23 Approval of major changes.
6.24 Service experience changes.

SUBPART B—FLIGHT

GENERAL

6.100 Proof of compliance.
6.101 Weight limitations.
6.102 Center of gravity limitations.
6.103 Rotor limitations and pitch settings.
6.104 Empty weight.
6.105 Use of ballast.

PERFORMANCE

6.110 General.
6.111 Take-off.
6.112 Climb.
6.113 Minimum operating speed performance.
6.114 Autorotative or one-engine-inoperative landing.

FLIGHT CHARACTERISTICS

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6.121 Controllability.
6.122 Trim.
6.123 Stability.

GROUND AND WATER HANDLING CHARACTERISTICS

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6.131 Ground resonance.
6.132 Spray characteristics.

MISCELLANEOUS FLIGHT REQUIREMENTS

6.140 Flutter and vibration.

SUBPART C—STRUCTURE

GENERAL

6.200 Loads.
6.201 Strength and deformation.
6.202 Proof of structure.
6.203 Structural and dynamic tests.
6.204 Design limitations.

FLIGHT LOADS

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6.210 General.
6.211 Flight load factors.
6.212 Maneuvering conditions.
6.213 Gust conditions.

CONTROL SURFACE AND SYSTEM LOADS

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6.221 Auxiliary rotor assemblies.
6.222 Auxiliary rotor attachment structure.
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LANDING LOADS

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6.231 Level landing conditions.
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6.233 One-wheel landing condition.
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6.236 Taxying condition.
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6.245 Float landing conditions.

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6.251 Fuselage, landing gear, and rotor pylon structure.

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MAIN ROTOR

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CONTROL SYSTEMS

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6.335 Wheels.
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6.381 Cabin interiors.
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AUTHORITY: §§ 6.0 to 6.751 issued under sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553.

SUBPART A—GENERAL

APPLICABILITY AND DEFINITIONS

§ 6.0 *Applicability of this part.* This part establishes standards with which compliance shall be demonstrated for the issuance of type certificates for rotorcraft. This part, until superseded or rescinded, shall apply to all rotorcraft for which applications for type certification are made after the effective date of this part.

§ 6.1 *Definitions.* As used in this part terms are defined as follows:

(a) *Administration*—(1) *Administrator.* The Administrator is the Administrator of Civil Aeronautics.

(2) *Applicant.* An applicant is a person or persons applying for approval of a rotorcraft or any part thereof.

(3) *Approved.* Approved, when used alone or as modifying terms such as means, devices, specifications, etc., shall mean approved by the Administrator.

(b) *Rotorcraft types*—(1) *Rotorcraft.* A rotorcraft is any aircraft deriving its principal lift from one or more rotors.

(2) *Helicopter.* A helicopter is a rotorcraft which depends principally for its support and motion in the air upon the lift generated by one or more power-driven rotors, rotating on substantially vertical axes.

(3) *Gyroplane.* A gyroplane is a rotorcraft which depends principally for its support upon the lift generated by one or more rotors which are not power driven, except for initial starting, and which are caused to rotate by the action of the air when the rotorcraft is in motion. The propulsion is independent of axes. The propulsion is independent of conventional propellers.

(4) *Gyrodyne.* A gyrodyne is a rotorcraft which depends principally for its support upon the lift generated by one or more rotors which are partially power driven, rotating on substantially vertical axes. The propulsion is indepedent of the rotor system and usually consists of conventional propellers.

(c) *General design*—(1) *Standard atmosphere.* The standard atmosphere is an atmosphere defined as follows:

(i) The air is a dry, perfect gas,

(ii) The temperature at sea level is 59° F.,

(iii) The pressure at sea level is 29.92 inches Hg,

(iv) The temperature gradient from sea level to the altitude at which the temperature equals −67° F. is −0.003566° F./ft. and zero thereabove,

(v) The density ρ_0 at sea level under the above conditions is 0.002378 lbs. sec^2/ft^4.

(2) *Maximum anticipated air temperature.* The maximum anticipated air temperature is a temperature specified for the purpose of compliance with the powerplant cooling standards. (See § 6.451.)

(3) *Aerodynamic coefficients.* Aerodynamic coefficients are nondimensional coefficients for forces and moments. They correspond with those adopted by the U. S. National Advisory Committee for Aeronautics.

(4) *Autorotation.* Autorotation is a rotorcraft flight condition in which the lifting rotor is driven entirely by the action of the air when the rotorcraft is in motion.

(5) *Autorotative landing.* An autorotative landing is any landing of a rotorcraft in which the entire maneuver is accomplished without the application of power to the rotor.

(6) *Autorotative landing distance.* Autorotative landing distance is the horizontal distance required to make an autorotative landing and come to a complete stop (to a speed of approximately 3 m. p. h. for seaplanes or floatplanes)

from a height of 50 feet above the landing surface.

(7) *Ground resonance.* Ground resonance is the mechanical instability encountered when the rotorcraft is in contact with the ground.

(8) *Mechanical instability.* Mechanical instability is an unstable resonant condition due to the interaction between the rotor blades and the rotorcraft structure, while the rotorcraft is on the ground or airborne.

(d) *Weights*—(1) *Maximum weight.* The maximum weight of the rotorcraft is that maximum at which compliance with the requirements of this part of the Civil Air Regulations is demonstrated. (See § 6.101.)

(2) *Minimum weight.* The minimum weight of the rotorcraft is that minimum at which compliance with the requirements of this part of the Civil Air Regulations is demonstrated. (See § 6.101.)

(3) *Empty weight.* The empty weight of the rotorcraft is a readily reproducible weight which is used in the determination of the operating weights. (See § 6.104.)

(4) *Design maximum weight.* The design maximum weight is the maximum weight of the rotorcraft at which compliance is shown with the structural loading conditions. (See § 6.101.)

(5) *Design minimum weight.* The design minimum weight is the minimum weight of the rotorcraft at which compliance is shown with the structural loading conditions. (See § 6.101.)

(6) *Design unit weight.* The design unit weight is a representative weight used to show compliance with the structural design requirements:

(i) Gasoline 6 lbs. per U. S. gallon,

(ii) Lubricating oil 7.5 lbs. per U. S. gallon,

(iii) Crew and passengers 170 lbs. per person.

(e) *Speeds*—(1) *IAS.* Indicated air speed is equal to the pitot static air-speed indicator reading as installed in the rotorcraft without correction for air-speed indicator system errors but including the sea level standard adiabatic compressible flow correction. (This latter correction is included in the calibration of the air-speed instrument dials.) (See §§ 6.612 and 6.732.)

(2) *CAS.* Calibrated air speed is equal to the air-speed indicator reading corrected for position and instrument error. (As a result of the sea level adiabatic compressible flow correction to the air-speed instrument dial, CAS is equal to the true air speed TAS in standard atmosphere at sea level.)

(3) *EAS.* Equivalent air speed is equal to the air-speed indicator reading corrected for position error, instrument error, and for adiabatic compressible flow for the particular altitude. (EAS is equal to CAS at sea level in standard atmosphere.)

(4) *TAS.* True air speed of the rotorcraft relative to undisturbed air. ($TAS=EAS\ (P_0/\rho)^{1/2}$)

(5) V_H. The maximum speed obtainable in level flight with rated r. m. p. and power.

(6) V_{NE}. The never-exceed speed. (See § 6.711.)

(7) V_X. The speed for best angle of climb.

(8) V_Y. The speed for best rate of climb.

(f) *Structural*—(1) *Limit load.* A limit load is the maximum load anticipated in normal conditions of operation. (See § 6.200.)

(2) *Ultimate load.* An ultimate load is a limit load multiplied by the appropriate factor of safety. (See § 6.200.)

(3) *Factor of safety.* The factor of safety is a design factor used to provide for the possibility of loads greater than those anticipated in normal conditions of operation and for uncertainties in design. (See § 6.200.)

(4) *Load factor.* The load factor is the ratio of a specified load to the total weight of the rotorcraft; the specified load may be expressed in terms of any of the following: aerodynamic forces, inertia forces, or ground or water reactions.

(5) *Limit load factor.* The limit load factor is the load factor corresponding with limit loads.

(6) *Ultimate load factor.* The ultimate load factor is the load factor corresponding with ultimate loads.

(7) *Fitting.* A fitting is a part or terminal used to join one structural member to another. (See § 6.307 (d).)

(g) *Power installation*[1]—(1) *Brake horsepower.* Brake horsepower is the power delivered at the propeller shaft of the engine.

(2) *Take-off power.* Take-off power is the brake horsepower developed under standard sea level conditions, under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use in the normal take-off, and limited in use to a maximum continuous period as indicated in the approved engine specification.

(3) *Maximum continuous power.* Maximum continuous power is the brake horsepower developed in standard atmosphere at a specified altitude under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for use during periods of unrestricted duration.

(4) *Manifold pressure.* Manifold pressure is the absolute pressure measured at the appropriate point in the induction system, usually in inches of mercury.

(5) *Critical altitude.* The critical altitude is the maximum altitude at which in standard atmosphere it is possible to maintain, at a specified rotational speed, a specified power or a specified manifold pressure. Unless otherwise stated, the critical altitude is the maximum altitude at which it is possible to maintain, at the maximum continuous rotational speed, one of the following:

(i) The maximum continuous power, in the case of engines for which this power rating is the same at sea level or at the rated altitude,

(ii) The maximum continuous rated manifold pressure, in the case of engines the maximum continuous power of which is governed by a constant manifold pressure.

[1] For engine airworthiness requirements see Part 13 of the Civil Air Regulations.

(h) *Propellers and rotors*[2]—(1) *Rotor.* Rotor is a system of rotating airfoils.

(2) *Main rotor.* The main rotor is the main system of rotating airfoils providing sustentation for the rotorcraft.

(3) *Auxiliary rotor.* An auxiliary rotor is one which serves either to counteract the effect of the main rotor torque on the rotorcraft, or to maneuver the rotorcraft about one or more of its three principal axes.

(4) *Axis of no feathering.* The axis of no feathering is the axis about which there is no first harmonic feathering or cyclic pitch variation.[3]

(5) *Plane of rotor disc.* The plane of rotor disc is a reference plane at right angles to the axis of no feathering.

(6) *Tip speed ratio.* The tip speed ratio is the ratio of the rotorplane flight velocity component in the plane of rotor disc to the rotational tip speed of the rotor blades expressed as follows:

$$\mu=\frac{V\cos a}{\Omega R}$$

where:

V=air speed of the rotorcraft along flight path (feet per second),

a=angle between projection in plane of symmetry of axis of no feathering and a line perpendicular to the flight path (radians, positive when axis is pointing aft),

Ω=angular velocity of rotor (radians per second),

R=rotor radius (feet).

(i) *Fire protection*—(1) *Fireproof.* Fireproof material means a material which will withstand heat at least as well as steel in dimensions appropriate for the purpose for which it is to be used. When applied to material and parts used to confine fires in designated fire zones, fireproof means that the material or part will perform this function under the most severe conditions of fire and duration likely to occur in such zones.

(2) *Fire-resistant.* When applied to sheet or structural members, fire-resistant material means a material which will withstand heat at least as well as aluminum alloy in dimensions appropriate for the purpose for which it is to be used. When applied to fluid-carrying lines, other flammable fluid system components, wiring, air ducts, fittings, and powerplant controls, this term refers to a line and fitting assembly, component, wiring or duct, or controls which will perform the intended functions under the heat and other conditions likely to occur at the particular location.

(3) *Flame-resistant.* Flame-resistant material means material which will not support combustion to the point of propagating, beyond safe limits, a flame after the removal of the ignition source.

(4) *Flash-resistant.* Flash-resistant material means material which will not burn violently when ignited.

(5) *Flammable.* Flammable pertains to those fluids or gases which will ignite readily or explode.

CERTIFICATION

§ 6.10 *Eligibility for type certificates.* A rotorcraft shall be eligible for type certification under the provisions of this

[2] For propeller airworthiness requirements see Part 14 of the Civil Air Regulations.

[3] See NACA Technical Note No. 1604.

part if it complies with the airworthiness provisions hereinafter established or if the Administrator finds that the provision or provisions not complied with are compensated for by other design features which provide an equivalent level of safety: *Provided*, That the Administrator finds no feature or characteristic of the rotorcraft which renders it unsafe.

§ 6.11 *Designation of applicable regulations.* (a) The provisions of this part, together with all amendments effective on the date of application for type certificate, shall be considered as incorporated in the type certificate as though set forth in full.

(b) Except as otherwise provided by the Board, or pursuant to § 6.24 of this part by the Administrator, any change to the type design may be accomplished, at the option of the holder of the type certificate, either in accordance with the provisions incorporated by reference in the certificate pursuant to paragraph (a) of this section, or in accordance with the provisions in effect at the time the application for change is filed.

(c) The Administrator, upon approval of a change to a type design, shall designate and keep a record of the provisions of the Civil Air Regulations with which compliance was demonstrated.

§ 6.12 *Amendment of part.* Unless otherwise established by the Board, an amendment of this part shall be effective with respect to rotorcraft for which applications for type certificates are filed after the effective date of the amendment.

§ 6.13 *Type certificate.* An applicant shall be issued a type certificate when he demonstrates the eligibility of the rotorcraft by complying with the requirements of §§ 6.14 through 6.16 in addition to those contained in Part 1 of the Civil Air Regulations.

§ 6.14 *Data required.* The applicant for a type certificate shall submit to the Administrator such descriptive data, test reports, and computations as are necessary to demonstrate that the rotorcraft complies with the airworthiness requirements. The descriptive data shall be known as the type design and shall consist of drawings and specifications disclosing the configuration of the rotorcraft and all design features covered in the airworthiness requirements as well as sufficient information on dimensions, materials, and processes to define the strength of the structure. The type design shall describe the rotorcraft in sufficient detail to permit the airworthiness of subsequent rotorcraft of the same type to be determined by comparison with the type design.

§ 6.15 *Inspections and tests.* Inspections and tests shall include all those found necessary by the Administrator to insure that the rotorcraft complies with the applicable airworthiness requirements and conforms to the following:

(a) All materials and products are in accordance with the specifications in the type design,

(b) All parts of the rotorcraft are constructed in accordance with the drawings in the type design.

(c) All manufacturing processes, construction, and assembly are such that the design strength and safety contemplated by the type design will be realized in service.

§ 6.16 *Flight tests.* After proof of compliance with the structural requirements contained in this part, and upon completion of all necessary inspections and testing on the ground, and proof of the conformity of the rotorcraft with the type design, and upon receipt from the applicant of a report of flight tests performed by him, the following shall be conducted:

(a) Such official flight tests as the Administrator finds necessary to determine compliance with the requirements of this part.

(b) After the conclusion of flight tests specified in paragraph (a) of this section, such additional flight tests as the Administrator finds necessary to ascertain whether there is reasonable assurance that the rotorcraft, its components, and equipment are reliable and function properly. The extent of such additional flight tests shall depend upon the complexity of the rotorcraft, the number and nature of new design features, and the record of previous tests and experience for the particular rotorcraft type, its components, and equipment. If practicable, these flight tests shall be conducted on the same rotorcraft used in the flight tests specified in paragraph (a) of this section and in the rotor drive endurance tests specified in § 6.412.

§ 6.17 *Airworthiness, experimental, and production certificates.* (For requirements with regard to these certificates see Part 1 of the Civil Air Regulations.)

§ 6.18 *Approval of materials, parts, processes, and appliances.* (a) Materials, parts, processes, and appliances shall be approved upon a basis and in a manner found necessary by the Administrator to implement the pertinent provisions of the Civil Air Regulations. The Administrator may adopt and publish such specifications as he finds necessary to administer this regulation, and shall incorporate therein such portions of the aviation industry, Federal, and military specifications respecting such materials, parts, processes, and appliances as he finds appropriate.

(b) Any material, part, process, or appliance shall be deemed to have met the requirements for approval when it meets the pertinent specifications adopted by the Administrator, and the manufacturer so certifies in a manner prescribed by the Administrator.

CHANGES

§ 6.20 *General.* When the type design is changed, the applicant or holder of the type certificate shall demonstrate that the rotorcraft complies with the applicable airworthiness requirements.

§ 6.21 *Classification of changes.* Changes shall be classified as minor and major. A minor change shall be one which has no appreciable effect on the weight, balance, structural strength, powerplant operation, flight characteristics, or other characteristic affecting the airworthiness of the rotorcraft. A major change shall be one not classified as a minor change.

§ 6.22 *Approval of minor changes.* Minor changes to type designs may be approved by an authorized representative of the Administrator prior to the submittal to the Administrator of any revised drawings.

§ 6.23 *Approval of major changes.* Major changes to type designs shall be approved only after receipt by the Administrator of substantiating data and necessary descriptive data for inclusion in the type design.

§ 6.24 *Service experience changes.* (a) Where the Administrator finds as a result of service experience that an unsafe condition exists with respect to a design feature, part, or characteristic of any rotorcraft certificated under this part, he shall furnish notice [4] thereof to all operators of rotorcraft of that type, and the rotorcraft shall not thereafter be operated until the unsafe condition has been corrected, unless otherwise authorized by the Administrator under specified conditions and limitations:

(1) When the Administrator finds that design changes are necessary to correct the unsafe condition of the rotorcraft, the holder of the type certificate, upon request of the Administrator, shall submit appropriate design modifications for the approval of the Administrator.

(2) Upon approval, such changes shall be made a part of the type design of the type certificate, and descriptive data covering the changes shall be made available by the holder of the type certificate to all operators of rotorcraft previously certificated under such type certificate.

(3) All rotorcraft of the same type shall be modified in accordance with such amended type certificate.

(b) Where no current unsafe condition exists but the Administrator or the holder of the type certificate finds through service experience that changes in type design will contribute to the safety of the rotorcraft, the holder of the type certificate may submit appropriate design modifications for the approval of the Administrator. Upon approval of such modifications, the type design of the type certificate shall be amended accordingly, and all rotorcraft manufactured thereafter shall be modified in accordance with such amended type certificate. The manufacturer shall make available to all operators of the same type of rotorcraft information on the design modifications.

SUBPART B—FLIGHT

GENERAL

§ 6.100 *Proof of compliance.* (a) Compliance with the requirements prescribed in this subpart shall be established by flight or other tests conducted upon a rotorcraft of the type for which a certificate of airworthiness is sought or by calculations based on such tests, provided that the results obtained by calcu-

[4] Operators of rotorcraft are notified of any unsafe condition, of the required corrective action, and of compliance dates through the medium of airworthiness directives issued by the Administrator.

lations are equivalent in accuracy to the results of direct testing.

(b) Compliance with each requirement shall be established at all appropriate combinations of rotorcraft weight and center of gravity position within the range of loading conditions for which certification is sought by systematic investigation of all these combinations, except where compliance can be inferred reasonably from those combinations which are investigated.

(c) The controllability, stability, and trim of the rotorcraft shall be established at all altitudes up to the maximum anticipated operating altitude.

(d) The applicant shall provide a person holding an appropriate pilot certificate to make the flight tests, but a designated representative of the Administrator shall pilot the rotorcraft when it is found necessary for the determination of compliance with the airworthiness requirements.

(e) Official type tests shall be discontinued until corrective measures have been taken by the applicant when either:

(1) The applicant's test pilot is unable or unwilling to conduct any of the required flight tests, or

(2) It is found that requirements which have not been met are so substantial as to render additional test data meaningless or are of such a nature as to make further testing unduly hazardous.

(f) Adequate provision shall be made for emergency egress and for the use of parachutes by members of the crew during the flight tests.

(g) The applicant shall submit to the Administrator's representative a report covering all computations and tests required in connection with calibration of instruments used for test purposes and correction of test results to standard atmospheric conditions. The Administrator's representative shall conduct any flight tests which he finds necessary to check the calibration and correction report.

§ 6.101 *Weight limitations.* The maximum and minimum weights at which the rotorcraft will be suitable for operation shall be established as follows:

(a) Maximum weights shall not exceed any of the following: (1) The weight selected by the applicant, (2) the design weight for which the structure has been proven, (3) the maximum weight at which compliance with all of the applicable flight requirements has been demonstrated.

(b) The maximum weight shall not be less than the sum of the weights of the following: (1) The empty weight in accordance with § 6.104, (2) 1 gallon of usable fuel for every 7 maximum continuous horsepower for which the rotorcraft is certificated, (3) the full oil capacity, (4) 170 lbs. in all seats. Where in actual operation weights other than 170 lbs. may affect adversely the balance and controllability of the rotorcraft, such weights shall be used in lieu of the 170 lbs. (See § 6.738 (a).)

(c) The minimum weight shall not be less than any of the following: (1) The minimum weight selected by the applicant, (2) the design minimum weight for which the structure has been proven, (3) the minimum weight at which compliance with all of the applicable flight requirements has been demonstrated.

(d) The minimum weight shall not exceed the sum of the weights of the following: (1) The empty weight in accordance with § 6.104, (2) the minimum crew necessary to operate the rotorcraft, assuming for each crew member the lowest of the following: (i) 170 lbs., (ii) weight selected by the applicant, (iii) weight included in the loading instructions (see §§ 6.102 (b) and 6.738 (a)), (3) 1 gallon of oil for each 100 maximum continuous horsepower for which the rotorcraft is certificated. (See also § 6.440 (b).)

§ 6.102 *Center of gravity limitations.* (a) Center of gravity limits shall be established as the most forward position permissible for each weight established in accordance with § 6.101 and the most aft position permissible for each of such weights. Such limits of the center of gravity range shall not exceed any of the following: (1) The extremes selected by the applicant, (2) the extremes for which the structure has been proven, (3) the extremes at which compliance with all of the applicable flight requirements has been demonstrated.

(b) Loading instructions shall be provided if the center of gravity position under any possible loading condition between the maximum and minimum weights as specified in § 6.101, with assumed weights for individual passengers and crew members variable over the anticipated range of such weights, lies beyond: (1) The extremes selected by the applicant, (2) the extremes for which the structure has been proven, (3) the extremes for which compliance with all of the applicable flight requirements has been demonstrated. (See § 6.741 (c).)

§ 6.103 *Rotor limitations and pitch settings*—(a) *Power-on.* A range of power-on operating speeds for the main rotor(s) shall be established which will provide adequate margin to accommodate the variation of rotor rpm attendant to all maneuvers appropriate to the rotorcraft type and consistent with the type of synchronizer or governor used, if any (see §§ 6.713 (b) (2) and 6.714 (b)). A rotor blade high-pitch limiting device shall be provided and shall be positioned to prevent rotational speeds substantially less than the approved minimum rotor rpm in any flight condition with full throttle and with the pitch control of the main rotor(s) in the high-pitch position. It shall be acceptable for the limiting device to allow the use of higher pitch in emergency, provided that means are incorporated to prevent inadvertent transition from the normal operating range to the higher pitch angles.

(b) *Power-off.* A range of power-off operating rotor speeds shall be established which will permit execution of all autorotative flight maneuvers appropriate to the rotorcraft type throughout the range of air speeds and weights for which certification is sought (see §§ 6.713 (a) and 6.713 (b) (1)). A rotor blade low-pitch limiting device shall be positioned to provide rotational speeds within the approved rotor speed range in any autorotative flight condition under the most adverse combinations of weight and air speed with the rotor pitch control in the full low-pitch position.

§ 6.104 *Empty weight.* (a) The empty weight, and the corresponding center of gravity position, shall be determined by weighing the rotorcraft. This weight shall exclude the weight of the crew and payload, but shall include the weight of all fixed ballast, unusable fuel supply (see § 6.421), undrainable oil, total quantity of engine coolant, and total quantity of hydraulic fluid.

(b) The condition of the rotorcraft at the time of weighing shall be one which can be easily repeated and easily defined, particularly as regards the contents of the fuel, oil, and coolant tanks, and the items of equipment installed. (See § 6.740.)

§ 6.105 *Use of ballast.* Removable ballast may be used to enable the rotorcraft to comply with the flight requirements. (See §§ 6.391, 6.738, and 6.740.)

PERFORMANCE

§ 6.110 *General.* The performance information prescribed in §§ 6.111 through 6.114 shall be determined, and the rotorcraft shall comply with the corresponding requirements in the standard atmosphere in still air.

§ 6.111 *Take-off.* (a) The distance required to take off and climb over a 50-foot obstacle shall be determined under the following conditions: (1) Most unfavorable combination of weight and center of gravity location, (2) engines operating within the approved limitations.

(b) The take-off shall be made in a manner such that a landing can be made safely at any point along the flight path in case of an engine failure and shall not require an exceptional degree of skill on the part of the pilot or exceptionally favorable conditions.

(c) The take-off distance obtained, the type of surface from which the take-off was made, the effect of temperature and altitude variations, and all other pertinent information shall be established. (See § 6.740.)

§ 6.112 *Climb.* (a) For all rotorcraft, the steady rate of climb at the best rate-of-climb speed with maximum continuous power and landing gear retracted shall be determined over the range of weights, altitudes, and temperatures for which certification is sought (see § 6.740). For all rotorcraft except helicopters this rate of climb shall provide a steady angle of climb under standard sea level conditions of not less than 1:6.

(b) For multiengine helicopters, the steady angle of climb at maximum weight, with one engine inoperative and the remaining engine(s) operating at maximum continuous power, shall not be less than 1:20 under standard sea level conditions.

§ 6.113 *Minimum operating speed performance.* (a) Hovering ceilings for helicopters shall be determined under the following conditions over the range of weights, altitudes, and temperatures for which certification is sought: (1) With

take-off power and landing gear extended in the ground effect at a height above the ground consistent with normal take-off procedures, (2) with maximum continuous power and landing gear extended out of the ground effect.

(b) At maximum weight, under standard atmospheric conditions, and under conditions prescribed in subparagraph (a) (1) of this section, the hovering ceiling for helicopters shall not be less than 4,000 feet.

(c) For rotorcraft other than helicopters, the steady rate of climb at the minimum operating speed appropriate to the type with take-off power and landing gear extended shall be determined over the range of weights, altitudes, and temperatures for which certification is sought.

§ 6.114 *Autorotative or one-engine-inoperative landing.* The horizontal distance required to land and come to a complete stop (to a speed of approximately 3 mph for seaplanes or float planes) from a point at a height of 50 feet above the landing surface shall be determined in accordance with the provisions of paragraphs (a) through (c) of this section.

(a) The approach speed or speeds in the glide shall be appropriate to the type of rotorcraft and shall be chosen by the applicant.

(b) The approach and landing shall be made with power off for single-engine rotorcraft, and with one engine inoperative for multiengine rotocraft.

(c) The approach and landing shall be entered from steady autorotation and shall be made in such a manner that its reproduction would not require an exceptional degree of skill on the part of the pilot or exceptionally favorable conditions.

(d) During the landing there shall be no excessive vertical acceleration and no tendency to bounce, nose over, ground loop, porpoise, or water loop.

(e) There shall be established for the landing the type of surface on which the landing was made, the effect of temperature and altitude variations, and all other pertinent information (see also § 6.743 (c)).

FLIGHT CHARACTERISTICS

§ 6.120 *General.* (a) The rotorcraft shall comply with the requirements prescribed in §§ 6.120 through 6.123 at all normally expected operating altitudes, under all critical loading conditions within the range of weight and center of gravity, and for all speeds, power, and rotor rpm conditions for which certification is sought.

(b) It shall be possible to make a smooth transition from one flight condition to another without requiring an exceptional degree of skill, alertness, or strength on the part of the pilot, and without danger of exceeding the limit load factor under all conditions of operation probable for the type, including those conditions normally encountered in the event of sudden powerplant failure.

(c) For night or instrument certification the rotorcraft shall have such additional flight characteristics as the Administrator finds are required for safe operation under those conditions.

§ 6.121 *Controllability.* (a) The rotorcraft shall be safely controllable and maneuverable during steady flight and during the execution of any maneuver appropriate to the type of rotorcraft, including take-off, climb, level flight, turn, glide, and power-on or power-off landings.

(b) The margin of longitudinal and lateral cyclic control shall allow satisfactory pitching and rolling control at the maximum permissible forward speed with: (1) Maximum weight, (2) critical center of gravity, (3) power on and power off, (4) critical rotor rpm.

(c) Compliance with paragraph (b) of this section shall include a demonstration with a power failure at V_H or V_{NE} whichever is the lesser.

(d) There shall be established a wind velocity in which the rotorcraft can be operated without loss of control on or near the ground at the critical center of gravity and the critical rotor rpm in any maneuver appropriate to the type of rotorcraft (e. g. cross-wind take-offs, sideward or rearward flight). This wind velocity shall not be less than 20 mph.

§ 6.122 *Trim.* It shall be possible in steady level flight at any speed appropriate to the type of rotorcraft to trim the steady longitudinal and lateral control forces to zero. The trim device shall not introduce any undesirable discontinuities in the force gradients.

§ 6.123 *Stability*—(a) *General.* It shall be possible to fly the rotorcraft in normal maneuvers, including a minimum of three take-offs and landings, for a continuous period of time appropriate to the operational use of the particular type of rotorcraft without the pilot experiencing undue fatigue or strain. In addition, the rotorcraft shall comply with the requirements of paragraph (b) of this section.

(b) *Static longitudinal stability.* In the following configurations the characteristics of the longitudinal cyclic control shall be such that, with constant throttle and collective pitch settings, a rearward displacement of longitudinal control shall be necessary to obtain and maintain speeds below the specified trim speed, and a forward displacement shall be necessary to obtain and maintain speeds above the specified trim speed for the ranges of altitude and rotor rpm for which certification is sought:

(1) *Climb.* The stick position curve shall have a stable slope from an increment of speed 15 percent of V_H below the best rate-of-climb speed to an increment of speed 20 percent of V_H above the best rate-of-climb speed, with: (i) Critical weight and center of gravity, (ii) maximum continuous power, (iii) landing gear retracted, (iv) trim at the best rate-of-climb speed.

(2) *Cruise.* The stick position curve shall have a stable slope from 0.7 V_H to 1.1 V_H, with: (i) Critical weight and center of gravity, (ii) power for level flight at 0.9 V_H, (iii) landing gear retracted, (iv) trim at 0.9 V_H.

(3) *Autorotation.* The stick position curve shall have a stable slope throughout the speed range for which certification is sought, with: (i) Critical-weight and center of gravity, (ii) power off, (iii) landing gear both retracted and extended, (iv) trim at the speed for minimum rate of descent.

(4) *Hovering.* In the case of helicopters the stick position curve shall have a stable slope between the maximum approved rearward speed and a forward speed of 20 mph with: (i) Critical weight and center of gravity, (ii) power required for hovering in still air, (iii) landing gear retracted, (iv) trim for hovering.

GROUND AND WATER HANDLING CHARACTERISTICS

§ 6.130 *General.* The rotorcraft shall be demonstrated to have satisfactory ground and water handling characteristics. Theer shall be no uncontrollable tendencies in any operating condition reasonably expected for the type.

§ 6.131 *Ground resonance.* There shall be no uncontrollable tendency for the rotorcraft to oscillate when the rotor is turning and the rotorcraft is on the ground.

§ 6.132 *Spray characteristics.* For rotorcraft equipped with floats, the spray characteristics during taxying, take-off, and landing shall be such as not to obscure the vision of the pilot nor produce damage to the rotors, propellers, or other parts of the rotorcraft.

MISCELLANEOUS FLIGHT REQUIREMENTS

§ 6.140 *Flutter and vibration.* All parts of the rotorcraft shall be demonstrated to be free from flutter and excessive vibration under all speed and power conditions appropriate to the operation of the type of rotorcraft. (See also §§ 6.203 (f) and 6.711.)

SUBPART C—STRUCTURE

GENERAL

§ 6.200 *Loads.* (a) Strength requirements of this subpart are specified in terms of limit and ultimate loads. Unless otherwise stated, the specified loads shall be considered as limit loads. In determining compliance with these requirements the provisions set forth in paragraph (b) through (e) of this section shall apply.

(b) The factor of safety shall be 1.5 unless otherwise specified. The factor of safety shall apply to the external and inertia loads, unless its application to the resulting internal stresses is more conservative.

(c) Unless otherwise provided, the specified air, ground, and water loads shall be placed in equilibrium with inertia forces, considering all items of mass in the rotorcraft.

(d) All loads shall be distributed in a manner closely approximating or conservatively representing actual conditions.

(e) If deflections under load significantly change the distribution of external or internal loads, the redistribution shall be taken into account.

§ 6.201 *Strength and deformation.* (a) The structure shall be capable of

supporting limit loads without suffering detrimental permanent deformations.

(b) At all loads up to limit loads the deformation shall not be such as to interfere with safe operation of the rotorcraft.

(c) The structure shall be capable of supporting ultimate loads without failure. It shall support the load during a static test for at least 3 seconds, unless proof of strength is demonstrated by dynamic tests simulating actual conditions of load application.

§ 6.202 *Proof of structure.* (a) Proof of compliance of the structure with the strength and deformation requirements of § 6.201 shall be made for all critical loading conditions.

(b) Proof of compliance by means of structural analysis shall be acceptable only when the structure conforms to types for which experience has shown such methods to be reliable. In all other cases substantiating tests shall be required.

(c) In all cases certain portions of the structure shall be tested as specified in § 6.300.

§ 6.203 *Structural and dynamic tests.* At least the following structural tests shall be conducted to show compliance with the strength criteria:

(a) Dynamic and endurance tests of rotors and rotor drives, including controls (see § 6.412),

(b) Control surface and system limit load tests (see § 6.323),

(c) Control system operation tests (see § 6.324),

(d) Vibration surveys (see §§ 6.221 and 6.250),

(e) Landing gear drop tests (see § 6.237),

(f) Ground vibration tests to determine the natural frequencies of the blades and major structural components of the rotorcraft,

(g) Such additional tests as may be found necessary by the Administrator to substantiate new and unusual features of the design.

§ 6.204 *Design limitations.* The following values shall be established by the applicant for purposes of showing compliance with the structural requirements specified in this subpart:

(a) Maximum design weight,

(b) Power-on and power-off main rotor r. p. m. ranges (see §§ 6.103 and 6.713 through 6.714 (b)),

(c) Maximum forward speeds for the power-on and power-off rotor r. p. m. ranges established in accordance with paragraph (b) of this section (see § 6.711),

(d) Maximum rearward and sideward flight speeds,

(e) Extreme positions of rotorcraft center of gravity to be used in conjunction with the limitations of paragraphs (b), (c), and (d) of this section,

(f) Rotational speed ratios between the powerplant and all connected rotating components,

(g) Positive and negative limit maneuvering load factors.

FLIGHT LOADS

§ 6.210 *General.* Flight load requirements shall be complied with at all weights from the design minimum weight to the design maximum weight, with any practicable distribution of disposable load within prescribed operating limitations stated in the Rotorcraft Flight Manual (see § 6.741).

§ 6.211 *Flight load factors.* The flight load factors shall represent rotor load factors. The net load factor acting at the center of gravity of the rotorcraft shall be obtained by proper consideration of balancing loads acting in the specific flight conditions.

§ 6.212 *Maneuvering conditions.* The rotorcraft structure shall be designed for a positive maneuvering limit load factor of 3.5 and for a negative maneuvering limit load factor of 1.0, except that lesser values shall be allowed if the manufacturer shows by analytical study and flight demonstrations that the probability of exceeding the values selected is extremely remote. In no case shall the limit load factors be less than 2.5 positive and 0.5 negative. The resultant loads shall be assumed to be applied at the center(s) of the rotor hub(s) and to act in such directions as necessary to represent all critical maneuvering motions of the rotorcraft applicable to the particular type, including flight at the maximum design rotor tip speed ratio under power-on and power-off conditions.

§ 6.213 *Gust conditions.* The rotorcraft structure shall be designed to withstand the loading due to a vertical gust of 30 feet per second in velocity in conjunction with the critical rotorplane air speeds, including hovering.

CONTROL SURFACE AND SYSTEM LOADS

§ 6.220 *General.* The structure of all auxiliary rotors (antitorque and control), fixed or movable stabilizing and control surfaces, and all systems operating any flight controls shall be designed to comply with the provisions of §§ 6.221 through 6.225.

§ 6.221 *Auxiliary rotor assemblies.* Auxiliary rotor assemblies shall be tested in accordance with the provisions of § 6.412 for rotor drives. In addition, auxiliary rotor assemblies with detachable blades shall be substantiated for centrifugal loads of twice those resulting when the rotor is driven by the engine at its maximum continuous speed. In the case of auxiliary rotors with highly stressed metal components, the vibration stresses shall be determined in flight, and it shall be demonstrated that these stresses do not exceed safe values for continuous operation.

§ 6.222 *Auxiliary rotor attachment structure.* The attachment structure for the auxiliary rotors shall be designed to withstand a limit load equal to the maximum loads in the structure occurring under the flight and landing conditions.

§ 6.223 *Tail rotor guard.* When a tail rotor is provided on a rotorcraft it shall not be possible for the tail rotor to contact the landing medium during a normal landing. If a tail rotor guard is provided which will contact the landing medium during landings and thus prevent tail rotor contact, suitable design loads for the guard shall be established, and the guard and its supporting structure shall be designed to withstand the established loads.

§ 6.224 *Stabilizing and control surfaces.* Stabilizing and control surfaces shall be designed to withstand the critical loading from maneuvers or from combined maneuver and gust. In no case shall the limit load be less than 15 lbs. per square foot or a load due to $C_N = \pm 0.55$ at the maximum design speed. The load distribution shall simulate closely the actual pressure distribution conditions.

§ 6.225 *Primary control systems.* Manual control systems shall comply with the provisions of paragraphs (a) and (b) of this section.

(a) From the pilot compartment to the stops which limit the range of motion of the pilots' controls, the controls shall be designed to withstand the limit pilot applied forces as set forth in subparagraphs (1) through (3) of this paragraph, unless it is shown that the pilot is unable to apply such loads to the system. In the latter event the system shall be designed for the maximum loads which the pilot is able to apply, except that in any case values less than 0.60 of those specified shall not be employed.

(1) Foot type controls—130 pounds,

(2) Stick type controls—fore and aft 100 pounds—laterally 67 pounds,

(3) Wheel type controls—fore and aft 100 pounds—laterally 53-pound couple applied on opposite sides of the control wheel.

(b) From the stops to the attachment of the control system to the rotor blades (or control areas) the control system shall be designed to withstand the maximum loads which can be obtained in normal operation of the rotorcraft, except that where jamming, ground gusts, control inertia, or friction can cause loads exceeding operational loads, the system shall be capable of supporting without yielding 0.60 of the loads specified in subparagraphs (1), (2), and (3) of paragraph (a) of this section.

LANDING LOADS

§ 6.230 *General.* (a) *Loads and equilibrium.* The limit loads obtained in the landing conditions shall be considered as external loads which would occur in a rotorcraft structure if it were acting as a rigid body. In each of the conditions the external loads shall be placed in equilibrium with the linear and angular inertia loads in a rational or conservative manner. In applying the specified conditions the provisions of paragraphs (b) through (e) of this section shall be complied with.

(b) *Center of gravity positions.* The critical center of gravity positions within the certification limits shall be selected so that the maximum design loads in each of the landing gear elements are obtained.

(c) *Design weight.* The design weight used in the landing conditions shall not be less than the maximum weight of the rotorcraft less the weight of the rotor blades.

(d) *Load factor.* The structure shall be designed for a limit load factor not less than two-thirds of the value developed in the energy absorption tests specified in § 6.231, except in conditions in which other values of load factor are prescribed.

(e) *Landing gear position.* For landing gear arrangements where two wheels are located aft and one or more wheels are located forward of the center of gravity, the tires shall be assumed to be in their static position, and the shock absorbers shall be assumed to be in the most critical position unless otherwise prescribed.

§ 6.231 *Level landing conditions.* (a) Under loading conditions prescribed in paragraph (b) of this section, the rotorcraft shall be assumed to be in the following two level landing attitudes:

(1) All wheels contacting the ground simultaneously,

(2) The aft wheels contacting the ground while the forward wheel(s) being just clear of the ground.

(b) The following two level landing loading conditions shall be considered. Where the forward portion of the landing gear has two wheels, the total load applied to the forward wheels shall be divided between the two wheels in a 40:60 proportion.

(1) Vertical loads shall be applied in accordance with the provisions of § 6.230.

(2) The vertical loads specified in subparagraph (1) of this paragraph shall be combined with a drag load at each wheel. The drag loads shall not be less than 25 percent of the respective vertical loads.

§ 6.232 *Nose-up landing condition.* The rotorcraft shall be assumed in the maximum nose-up attitude permitting clearance of the ground by all parts of the rotorcraft. The ground loads shall be applied perpendicularly to the ground.

§ 6.233 *One-wheel landing condition.* The rotorcraft shall be assumed in the level attitude to contact the ground on one of the wheels located aft of the center of gravity. The vertical load shall be the same as that obtained on the one side in the condition specified in § 6.231 (b) (1). The unbalanced external loads shall be reacted by the inertia of the rotorcraft.

§ 6.234 *Side load landing conditions.* (a) The rotorcraft shall be assumed in the level landing attitude. The limit vertical and side loads shall be based upon load factors of 1.33 and 0.56 respectively. These loads shall be applied at the ground contact point, unless the landing gear is of the full-swivelling type in which case the loads shall be applied at the center of the axle. The conditions set forth in paragraphs (b) and (c) of this section shall be considered.

(b) Only the wheels aft of the c. g. shall be assumed to contact the ground. The vertical load shall be divided equally between the wheels. The side load shall be divided between the two wheels so that 60 percent of this load acts inboard on one wheel and 40 percent acts outboard on the other wheel.

(c) The forward and aft wheels shall be assumed to contact the ground simultaneously. The vertical and side loads on the aft wheels shall be divided in accordance with paragraph (a) of this section. Where the forward portion of the landing gear has two wheels, the loads applied to the forward wheels shall be divided between the two wheels in a 40:60 proportion.

§ 6.235 *Brake roll conditions.* The rotorcraft attitudes shall be assumed to be the same as those prescribed for the level landing conditions in § 6.231 (a), with the shock absorbers deflected to their static position. The limit vertical load shall be based upon a load factor of 1.33. A drag load equal to the vertical load multiplied by a coefficient of friction of 0.8 shall be applied at the ground contact point of each wheel equipped with brakes, except that the drag load need not exceed the maximum value based on limiting brake torque.

§ 6.236 *Taxying condition.* The rotorcraft and its landing gear shall be designed for loads which occur when the rotorcraft is taxied over the roughest ground which it is reasonable to expect in normal operation.

§ 6.237 *Energy absorption for landing conditions.* The landing gear shall be capable of absorbing the energy of a free drop from a height of 20 inches measured from the lowest point of the landing gear to the ground, except that a lesser height shall be acceptable if the value chosen is shown to exceed by at least $\sqrt{1.5}$ the value corresponding with the greatest probable sinking speed of the rotorcraft at ground contact in power-off landings likely to be made by a pilot of average skill. In no case shall the drop height be less than 12 inches. It shall be acceptable to neglect the weight of the rotor blades in the drop test. The maximum drop test acceleration developed at the c. g. of the rotorcraft shall be determined in this test.

§ 6.240 *Ski landing conditions.* The structure of a rotorcraft equipped with skis shall be designed in compliance with the loading conditions set forth in paragraphs (a) through (c) of this section:

(a) *Up load conditions.* (1) A vertical load of Pn and a horizontal load of $Pn/4$ shall be applied simultaneously at the pedestal bearings, P being the maximum static weight on each ski when the rotorcraft is loaded to the maximum design weight. The limit load factor n shall be determined in accordance with § 6.230 (d).

(2) A vertical load equal to 1.33 P shall be applied at the pedestal bearings. (For P see subparagraph (1) of this paragraph.)

(b) *Side load condition.* A side load of 0.35 Pn shall be applied in a horizontal plane perpendicular to the center line of the rotorcraft at the pedestal bearings. (For P see subparagraph (a) (1) of this section.

(c) *Torque load condition.* A torque load equal to 1.33 P (ft.-lb.) shall be applied to the ski about the vertical axis through the center line of the pedestal bearings. (For P see subparagraph (a) (1) of this section.)

§ 6.245 *Float landing conditions.* The structure of a rotorcraft equipped with floats shall be designed in compliance with the loading conditions set forth in paragraphs (a) and (b) of this section:

(a) *Up load conditions.* (1) With the rotorcraft assumed in the static level attitude a load shall be applied so that the resultant water reaction passes vertically through the center of gravity of the rotorcraft. The limit load factor shall be determined in accordance with § 6.230 (d).

(2) The vertical load prescribed in subparagraph (1) of this paragraph shall be applied together with an aft component equal to 0.25 the vertical component.

(b) *Side load condition.* The vertical load prescribed in subparagraph (a) (1) of this section, divided equally between the floats, shall be applied together with a side component equal to 0.25 the total vertical load. The total side component shall be applied to one float only.

MAIN COMPONENT REQUIREMENTS

§ 6.250 *Main rotor structure.* The requirements of paragraphs (a) through (f) of this section shall apply to the main rotor assembles including hubs and blades.

(a) The hubs, blades, blade attachments, and blade controls which are subject to alternating stresses shall be designed to withstand repeated loading conditions. The stresses of critical parts shall be determined in flight in all attitudes appropriate to the type of rotorcraft throughout the ranges of limitations prescribed in § 6.204. The service life of such parts shall be determined by fatigue tests or by other methods found acceptable by the Administrator.

(b) The main rotor structure shall be designed to withstand the critical flight loads prescribed in §§ 6.210 through 6.213.

(c) The main rotor structure shall be designed to withstand the limit loads prescribed in §§ 6.210 through 6.213 under conditions of autorotation necessary for normal operation. The rotor rpm used shall be such as to include the effects of altitude.

(d) The rotor blades, hubs, and flapping hinges shall be designed to withstand a loading condition simulating the force of the blade impact against its stop during operation on the ground.

(e) The rotor assembly shall be designed to withstand loadings simulating other critical conditions which might be encountered in normal operation.

(f) The rotor assembly shall be designed to withstand, at all rotational speeds including zero, the maximum torque likely to be transmitted thereto in both directions. If a torque limiting device is provided in the transmission system the design limit torque need not be greater than the torque defined by the limiting device, except that in no case shall the design limit torque be less than the limit torque specified in § 6.251 (c). The design torque shall be distributed to the rotor blades in a rational manner.

§ 6.251 *Fuselage, landing gear, and rotor pylon structure.* The requirements of paragraphs (a) through (d) of this section shall apply to the fuselage, landing gear, and rotor pylon structure.

(a) The structure shall be designed to withstand the critical loads prescribed in §§ 6.210 through 6.213. It shall be permissible to represent the resultant rotor force as a single force applied at the hub attachment point. The balancing and inertia loads occurring under the accelerated flight conditions as well as the thrust from auxiliary rotors shall be considered.

(b) The structure shall be designed to withstand the applicable ground loads prescribed in §§ 6.230 through 6.245.

(c) The engine mount and adjacent fuselage structure shall be designed to withstand loads occurring in the rotorcraft under the accelerated flight and landing conditions, including the effects of engine torque loads. In the case of engines having 5 or more cylinders, the limit torque shall be obtained by multiplying the mean torque by a factor of 1.5. For 4-, 3-, and 2-cylinder engines the factors shall be 2, 3, and 4, respectively.

(d) The structure shall be designed to withstand the loads prescribed in § 6.250 (d) and (f).

EMERGENCY LANDING CONDITIONS

§ 6.260 *General.* The requirements of paragraphs (a) through (c) of this section deal with emergency conditions of landing on land or water in which the safety of the occupants is considered, although it is accepted that parts of the rotorcraft may be damaged.

(a) The structure shall be designed to give every reasonable probability that all of the occupants, if they make proper use of the seats, belts, and other provisions made in the design (see § 6.355), will escape serious injury in the event of a minor crash landing (with wheels up if the rotorcraft is equipped with retractable landing gear) in which the occupants experience the following ultimate inertia forces relative to the surrounding structure.

(1) Upward 1.5g (downward 4.0g).
(2) Forward 4.0g.
(3) Sideward 2.0g.

(b) The use of a lesser value of the downward inertia force specified in paragraph (a) of this section shall be acceptable if it is shown that the rotorcraft structure can absorb the landing loads corresponding with the design maximum weight and an ultimate descent velocity of 5 fps without exceeding the value chosen.

(c) The inertia forces specified in paragraph (a) of this section shall be applied to all items of mass which would be apt to injure the passengers or crew if such items became loose in the event of a minor crash landing, and the supporting structure shall be designed to restrain these items.

SUBPART D—DESIGN AND CONSTRUCTION

GENERAL

§ 6.300 *Scope.* The rotorcraft shall not incorporate design features or details which experience has shown to be hazardous or unreliable. The suitability of all questionable design details or parts shall be established by tests.

§ 6.301 *Materials.* The suitability and durability of all materials used in the rotorcraft structure shall be established on the basis of experience or tests. All materials used in the rotorcraft structure shall conform to approved specifications which will insure their having the strength and other properties assumed in the design data.

§ 6.302 *Fabrication methods.* The methods of fabrication employed in constructing the rotorcraft structure shall be such as to produce a consistently sound structure. When a fabrication process such as gluing, spot welding, or heat treating requires close control to attain this objective, the process shall be performed in accordance with an approved process specification.

§ 6.303 *Standard fastenings.* All bolts, pins, screws, and rivets used in the structure shall be of an approved type. The use of an approved locking device or method is required for all such bolts, pins, and screws. Self-locking nuts shall not be used on bolts which are subject to rotation in operation.

§ 6.304 *Protection.* (a) All members of the structure shall be suitably protected against deterioration or loss of strength in service due to weathering, corrosion, abrasion, or other causes.

(b) Provision for ventilation and drainage of all parts of the structure shall be made where necessary for protection.

(c) In rotorcraft equipped with floats, special precautions shall be taken against corrosion from salt water, particularly where parts made from different metals are in close proximity.

§ 6.305 *Inspection provisions.* Means shall be provided to permit the close examination of those parts of the rotorcraft which require periodic inspection, adjustment for proper alignment and functioning, and lubrication of moving parts.

§ 6.306 *Material strength properties and design values.* (a) Material strength properties shall be based on a sufficient number of tests of material conforming to specifications to establish design values on a statistical basis.

(b) The design values shall be so chosen that the probability of any structure being understrength because of material variations is extremely remote.

(c) ANC–5a and ANC–18 values shall be used unless shown to be inapplicable in a particular case.*

(d) The structure shall be designed in so far as practicable to avoid points of stress concentration where variable stresses above the fatigue limit are likely to occur in normal service.

§ 6.307 *Special factors*—(a) *General.* Where there is uncertainty concerning the actual strength of a particular part of the structure, or where the strength is likely to deteriorate in service prior to normal replacement of the part, or where the strength is subject to appreciable variability due to uncertainties in manufacturing processes and inspection methods, the factor of safety prescribed in § 6.200 (b) shall be multiplied by a special factor of a value such as to make the probability of the part being understrength from these causes extremely remote. The special factors set forth in paragraphs (b) through (d) of this section shall be acceptable for this purpose.

(b) *Casting factors.* (1) Where only visual inspection of a casting is to be employed, the casting factor shall be 2.0, except that it need not exceed 1.25 with respect to bearing stresses.

(2) It shall be acceptable to reduce the factor of 2.0 specified in subparagraph (1) of this paragraph to a value of 1.25 if such a reduction is substantiated by testing at least three sample castings and if the sample castings as well as all production castings are visually and radiographically inspected in accordance with an approved inspection specification. During these tests the samples shall withstand the ultimate load multiplied by the factor of 1.25 and in addition shall comply with the corresponding limit load multiplied by a factor of 1.15.

(3) Casting factors other than those contained in subparagraphs (1) and (2) of this paragraph shall be acceptable if they are found to be appropriately related to tests and to inspection procedures.

(4) A casting factor need not be employed with respect to the bearing surface of a part if the bearing factor used (see paragraph (c) of this section) is of greater magnitude than the casting factor.

(c) *Bearing factors.* (1) Bearing factors shall be used of sufficient magnitude to provide for the effects of normal relative motion between parts and in joints with clearance (free fit) which are subject to pounding or vibration.

(2) A bearing factor need not be employed on a part if another special factor prescribed in this section is of greater magnitude than the bearing factor.

(d) *Fitting factors.* (1) A fitting factor of at least 1.15 shall be used on all fittings the strength of which is not proven by limit and ultimate load tests in which the actual stress conditions are simulated in the fitting and the surrounding structure. This factor shall apply to all portions of the fitting, the means of attachment, and the bearing on the members joined.

(2) In the case of integral fittings the part shall be treated as a fitting up to the point where the section properties become typical of the member.

(3) The fitting factor need not be employed where a type of joint made in accordance with approved practices is based on comprehensive test data, e. g. continuous joints in metal plating, welded joints, and scarf joints in wood.

(4) A fitting factor need not be employed with respect to the bearing surface of a part if the bearing factor used (see paragraph (c) of this section) is of greater magnitude than the fitting factor.

* ANC–5a, "Strength of Metal Aircraft Elements," and ANC–18, "Design of Wood Aircraft Structures," are published by the Army-Navy-Civil Committee on Aircraft Design Criteria and may be obtained from the Superintendent of Documents, Government Printing Office, Washington 25, D. C.

MAIN ROTOR

§ 6.310 *Main rotor blades; pressure venting and drainage.* Internal pressure venting of the main rotor blades shall be provided. Drain holes shall be provided and, in addition, the blades shall be designed to preclude the possibility of water becoming trapped in any section of the blade.

§ 6.311 *Stops.* The rotor blades shall be provided with stops, as required for the particular design, to limit the travel of the blades about their various hinges. Provision shall be made to keep the blades from hitting the droop stops except during the starting and stopping of the rotor.

§ 6.312 *Rotor and blade balance.* Rotors and blades shall be mass balanced to the degree necessary to prevent excessive vibrations and to safeguard against flutter at all speeds up to the maximum forward speed.

CONTROL SYSTEMS

§ 6.320 *General.* All controls and control systems shall operate with ease, smoothness, and positiveness appropriate to their function. (See also §§ 6.350 and 6.353.)

§ 6.321 *Control system stops.* (a) All control systems shall be provided with stops which positively limit the range of motion of the pilot's controls.

(b) Control system stops shall be so located in the system that wear, slackness, or take-up adjustments will not affect appreciably the range of travel.

(c) Control system stops shall be capable of withstanding the loads corresponding with the design conditions for the control system.

§ 6.322 *Control system locks.* If a device is provided for locking the control system while the rotorcraft is on the ground or water, the provisions of paragraphs (a) and (b) of this section shall apply.

(a) A means shall be provided to give unmistakable warning to the pilot when the locking device is engaged.

(b) Means shall be provided to preclude the possibility of the lock becoming engaged during flight.

§ 6.323 *Static tests.* Tests shall be conducted on control systems to show compliance with limit load requirements in accordance with the provisions of paragraphs (a) through (c) of this section.

(a) The direction of the test loads shall be such as to produce the most severe loading in the control system.

(b) The tests shall include all fittings, pulleys, and brackets used in attaching the control system to the main structure.

(c) Analyses or individual load tests shall be conducted to demonstrate compliance with the special factor requirements for control system joints subjected to angular motion. (See §§ 6.307 and 6.325.)

§ 6.324 *Operation tests.* An operation test shall be conducted for each control system by operating the controls from the pilot compartment with the entire system loaded to correspond with loads specified for the control system. In this test there shall be no jamming, excessive friction, or excessive deflection.

§ 6.325 *Control system details.* All details of control systems shall be designed and installed to prevent jamming, chafing, and interference from cargo, passengers, and loose objects. Precautionary means shall be provided in the cockpit to prevent the entry of foreign objects into places where they would jam the control systems. Provisions shall be made to prevent the slapping of cables or tubes against other parts of the rotorcraft.

§ 6.326 *Spring devices.* The reliability of any spring devices used in the control system shall be established by tests simulating service conditions, unless it is demonstrated that failure of the spring will not cause flutter or unsafe flight characteristics.

§ 6.327 *Autorotation control mechanism.* The main rotor blade pitch control mechanism shall be arranged to permit rapid entry into autorotative flight in the event of power failure.

LANDING GEAR

§ 6.335 *Wheels.* Landing gear wheels shall be of an approved type and shall have load ratings appropriate to the limit loads determined in accordance with §§ 6.230 through 6.237.

§ 6.336 *Brakes.* A braking device shall be installed, controllable by the pilot and usable during power-off landings, which is adequate to insure:

(a) Counteraction of any normal unbalanced torque when starting or stopping the rotor,

(b) Holding the rotorcraft parked on a 10° slope on a dry, smooth pavement.

§ 6.337 *Tires.* Landing wheel tires shall be of an approved type. The maximum static load rating of the tire shall not be less than the static ground reaction obtained at the wheel, assuming the maximum design weight concentrated at the most unfavorable center of gravity position.

§ 6.338 *Skis.* Skis shall be of an approved type. The approved rating of the skis shall not be less than the maximum weight of the rotorcraft on which they are installed.

§ 6.339 *Ski installation.* When used, a ski installation shall include a trimming gear and a restraining gear designed in accordance with paragraphs (a) and (b) of this section.

(a) The trimming gear shall be designed to maintain the ski in an appropriate position during flight. It shall have sufficient strength to withstand the maximum aerodynamic and inertia loads to which the ski is subjected.

(b) The restraining gear and the structure to which it is attached shall be designed to withstand a vertical load equal to 0.8 times the static vertical load on the ski, applied first at the forward end of the flat portion of the ski and secondly at the aft end of the flat portion. The restraining gear shall limit the angular travel of the ski, with the shock absorber both in the extended and the fully compressed positions, to such values as will accommodate the position assumed by the ski in the conditions set forth in subparagraphs (1) and (2) of this paragraph.

(1) When the rotorcraft encounters an uphill slope of 7.5° max. in a level attitude,

(2) When the rotorcraft encounters a downhill slope of 7.5° max. in a tail-down position.

FLOATS

§ 6.340 *Buoyancy (main floats).* (a) Main floats shall have a buoyancy in excess of that required to support the maximum weight of the rotorcraft in fresh water as follows: (1) 50 percent in the case of single floats, (2) 60 percent in the case of double floats.

(b) Main floats for use on rotorcraft of 2,500 pounds or more maximum weight shall contain at least 5 watertight compartments of approximately equal volume. Main floats for use on rotorcraft of less than 2,500 pounds maximum weight shall contain at least four such compartments.

§ 6.341 *Float strength.* Floats shall be designed for the conditions set forth in paragraphs (a) and (b) of this section:

(a) *Bag type floats.* Bag type floats shall withstand the maximum pressure differential which might be developed at the maximum altitude for which the rotorcraft is designed. In addition, the float shall withstand the maximum expected vertical load distributed along the length of the bag over three-quarters of the projected bag area.

(b) *Rigid floats.* Rigid type floats shall withstand the maximum expected vertical, horizontal, and side loads. An appropriate load distribution under critical conditions shall be used.

PERSONNEL AND CARGO ACCOMMODATIONS

§ 6.350 *Pilot compartment; general.* (a) The arrangement of the pilot compartment and its appurtenances shall provide safety and assurance that the pilot will be able to perform all of his duties and operate the controls in the correct manner without unreasonable concentration and fatigue.

(b) When provision is made for a second pilot, the rotorcraft shall be controllable with equal safety from both seats.

(c) The pilot compartment shall be constructed to prevent leakage likely to be distracting to the crew or harmful to the structure when flying in rain or snow.

(d) Vibration and noise characteristics of cockpit appurtenances shall not interfere with the safe operation of the rotorcraft.

§ 6.351 *Pilot compartment vision.* The pilot compartment shall be arranged to afford the pilot a sufficiently extensive, clear, and undistorted view for the safe operation of the rotorcraft. During flight in a moderate rain condition the pilot shall have an adequate view of the flight path in normal flight and landing, and have sufficient protection from the elements so that his vision is not unduly impaired. The pilot compartment shall be free of glare and reflections which would interfere with the pilot's vision. For rotorcraft in-

tended for night operation, the demonstration of these qualities shall include night flight tests.

§ 6.352 *Pilot windshield and windows.* All glass panes shall be of a nonsplintering safety type.

§ 6.353 *Controls.* (a) All cockpit controls shall be located to provide convenience in operation and in a manner tending to prevent confusion and inadvertent operation. (See also § 6.737.)

(b) The controls shall be so located and arranged with respect to the pilots' seats that there exists full and unrestricted movement of each control without interference from either the cockpit structure or the pilots' clothing when seated. This shall be demonstrated for individuals ranging from 5' 2" to 6' 0" in height.

§ 6.354 *Doors.* Closed cabins shall be provided with at least one adequate and easily accessible external door. No passenger door shall be so located with respect to the rotor discs as to endanger persons using the door.

§ 6.355 *Seats and berths.* On rotorcraft, manufactured on or after the effective date of this part, all seats and berths, including their supporting structure shall be designed for the loads resulting from all specified flight and landing conditions, including the emergency landing conditions of § 6.260. Reactions from safety belts and harnesses shall be taken into account. (See § 6.101 (b) (4), for weight of occupants.)

§ 6.356 *Cargo and baggage compartments.* (See also § 6.382.) (a) Each cargo and baggage compartment shall be designed for the placarded maximum weight of contents and the critical load distributions at the appropriate maximum load factors corresponding with all specified flight and ground load conditions, excluding the emergency landing conditions of § 6.260.

(b) Provision shall be made to prevent the contents in the compartments from becoming a hazard by shifting under the loads specified in paragraph (a) of this section.

(c) Provision shall be made to protect the passengers and crew from injury by the contents of any compartment when the ultimate inertia force acting forward is 4g.

§ 6.357 *Emergency exits.* (a) Closed cabins on rotorcraft carrying more than 5 persons shall be provided with an emergency exit. Additional exits shall be provided where the total seating capacity is more than 15. The provisions of subparagraphs (1) through (6) of this paragraph shall apply. (See also § 6.738 (c).)

(1) An emergency exit shall consist of a movable window or panel or of an additional external door which provides a clear and unobstructed opening, the minimum dimensions of which shall be such that a 19 inch by 26 inch ellipse may be completely inscribed therein.

(2) An emergency exit shall be readily accessible, shall not require exceptional agility of a person using it, and shall be so located as to facilitate egress without crowding in all probable attitudes in which the rotorcraft may be after a crash.

(3) The method of opening an emergency exit shall be simple and obvious, and the exit shall be so arranged and marked as to be readily located and operated even in darkness.

(4) Reasonable provisions shall be made against the jamming of emergency exits as a result of fuselage deformation.

(5) At least one emergency exit shall be on the opposite side of the cabin from the main door.

(6) The proper functioning of emergency exits shall be demonstrated by tests.

§ 6.358 *Ventilation.* The ventilating system for the pilot and passenger compartments shall be so designed as to preclude the presence of excessive quantities of fuel fumes and carbon monoxide. The concentration of carbon monoxide shall not exceed 1 part in 20,000 parts of air under conditions of forward flight or hovering in zero wind. For other conditions of operation, if the carbon monoxide concentration exceeds this value, suitable operating restrictions shall be provided.

FIRE PREVENTION

§ 6.380 *General.* The fire prevention requirements of this subpart apply to personnel and cargo compartments. Additional fire prevention requirements are prescribed in Subpart E, Powerplant Installation, and Subpart F, Equipment.

§ 6.381 *Cabin interiors.* All compartments occupied or used by the crew or passengers shall comply with the provisions of paragraphs (a) through (c) of this section.

(a) The materials in no case shall be less than flash-resistant.

(b) The wall and ceiling linings, the covering of all upholstery, floors, and furnishings shall be flame-resistant.

(c) Compartments where smoking is to be permitted shall be equipped with ash trays of the self-contained type which are completely removable. All other compartments shall be placarded against smoking.

§ 6.382 *Cargo and baggage compartments.* Cargo and baggage compartments which are remote from the pilot compartment shall be completely lined with fire resistant material, except that additional lining of flame-resistant material may be employed.

§ 6.383 *Heating systems*—(a) *General.* Heating systems involving the passage of cabin air over or in close proximity to the exhaust manifold shall not be used unless precautions are incorporated in the design to prevent the introduction of carbon monoxide into the cabin or pilot compartment.

(b) *Heat exchangers.* Heat exchangers shall be constructed of suitable materials, shall be cooled adequately under all conditions, and shall be capable of easy disassembly for inspection.

(c) *Combustion heaters.* Gasoline-operated combustion heaters shall be of an approved type and shall be installed so as to comply with the applicable sections of the powerplant installation requirements covering fire hazards and precautions. All applicable requirements concerning fuel tanks, lines, and exhaust systems shall be considered. (See §§ 6.422 through 6.428 and 6.463.)

§ 6.384 *Fire protection of flight controls.* All primary flight controls passing through the engine compartment shall be constructed of fireproof material or shall be enclosed in a suitably ventilated and drained enclosure of 0.012-inch nominally thick stainless steel or material of equivalent fireproof qualities.

MISCELLANEOUS

§ 6.390 *Leveling marks.* Reference marks shall be provided for use in leveling the rotorcraft to facilitate weight and balance determinations on the ground.

§ 6.391 *Ballast provisions.* Ballast provisions shall be so designed and constructed as to prevent the inadvertent shifting of the ballast in flight. (See also §§ 6.105, 6.738, and 6.741 (c).)

SUBPART E—POWERPLANT INSTALLATION

GENERAL

§ 6.400 *Scope and general design.* (a) The powerplant installation shall be considered to include all components of the rotorcraft which are necessary for its propulsion with the exception of the structure of the main and auxiliary rotors. It shall also be considered to include all components which affect the control of the major propulsive units or which affect their safety of operation between normal inspections or overhaul periods. (See §§ 6.604 and 6.613 for instrument installation and marking.) The general provisions of paragraphs (b) through (d) of this section shall be applicable.

(b) All components of the powerplant installation shall be constructed, arranged, and installed in a manner which will assure their continued safe operation between normal inspections or overhaul periods.

(c) Accessibility shall be provided to permit such inspection and maintenance as is necessary to assure continued airworthiness.

(d) Electrical interconnections shall be provided to prevent the existence of differences of potential between major components of the powerplant installation and other portions of the rotorcraft.

§ 6.401 *Engine type certification.* All engines shall be type certificated in accordance with the provisions of Part 13 of the Civil Air Regulations.

§ 6.402 *Engine vibration.* The engine shall be installed to preclude harmful vibration of any of the engine parts or of any of the components of the rotorcraft. It shall be demonstrated by means of a vibration investigation that the addition of the rotor and the rotor drive system to the engine does not result in modification of engine vibration characteristics to the extent that the principal rotating portions of the engine are subjected to excessive vibratory stresses. It shall also be demonstrated that no portion of the rotor drive system is subjected to excessive vibratory stresses.

ROTOR DRIVE SYSTEM

§ 6.410 *Rotor drive mechanism.* The rotor drive mechanism shall incorporate a unit which will automatically disengage the rotor drive and engine from the main and auxiliary rotors in the event of power failure. The rotor drive mechanism shall be so arranged that all rotors necessary for control of the rotorcraft in autorotative flight will continue to be driven by the main rotor(s) after disengagement of the engine and rotor drive from the main and auxiliary rotors. If a torque limiting device is employed in the rotor drive system (see § 6.250 (f)), such device shall be located to permit continued control of the rotorcraft after it becomes operative.

§ 6.411 *Rotor brakes.* If a means is provided to control the rotation of the rotor drive system independent of the engine, the limitations on the use of such means shall be specified, and the control for this means shall be guarded to prevent inadvertent operation.

§ 6.412 *Rotor drive and control mechanism endurance tests.* (a) The rotor drive and control mechanism shall be tested for not less than 100 hours. The test shall be conducted on the rotorcraft, and the power shall be absorbed by the actual rotors to be installed, except that the use of other ground or flight test facilities with any other appropriate method of power absorption shall be acceptable provided that all conditions of support and vibration closely simulate the conditions which would exist during a test on the actual rotorcraft. The endurance tests shall include the tests prescribed in paragraphs (b) through (g) of this section.

(b) A 60-hour portion of the endurance test shall be run at not less than the maximum continuous engine speed in conjunction with maximum continuous engine power. In this test the main rotor shall be set in the position which will give maximum longitudinal cyclic pitch change to simulate forward flight. The auxiliary rotor controls shall be in the position for normal operation under the conditions of the test.

(c) A 30-hour portion of the endurance test shall be run at not less than 90 percent of maximum continuous engine speed and 75 percent of maximum continuous engine power. The main and auxiliary rotor controls during this test shall be in the position for normal operation under the conditions of the test.

(d) A 10-hour portion of the endurance test shall be run at not less than take-off engine power and speed. The main and auxiliary rotor controls shall be in the normal position for vertical ascent during this test.

(e) The portions of the endurance test prescribed in paragraphs (b) and (c) of this section shall be conducted in intervals of not less than 30 minutes and may be accomplished either on the ground or in flight. The portion of the endurance test prescribed in paragraph (d) of this section may be conducted in intervals of 5 minutes or more.

(f) At intervals of not more than every 5 hours during the endurance tests prescribed in paragraphs (b), (c), and (d) of this section the engine shall be stopped rapidly enough to allow the engine and rotor drive to be automatically disengaged from the rotors.

(g) There shall be accomplished under the operating conditions specified in paragraph (b) of this section 500 complete cycles of lateral control and 500 complete cycles of longitudinal control of the main rotors, and 500 complete cycles of control of all auxiliary rotors. A complete control cycle shall be considered to involve movement of the controls from the neutral position, through both extreme positions, and back to the neutral position, except that control movement need not produce loads or flapping motions exceeding the maximum loads or motions encountered in flight. The control cycling may be accomplished during the testing prescribed in paragraph (b) of this section or may be accomplished separately.

§ 6.413 *Additional tests.* Such additional dynamic, endurance, and operational tests or vibratory investigations shall be conducted as are found necessary by the Administrator to substantiate the airworthiness of the rotor drive mechanism.

§ 6.414 *Shafting critical speeds.* An investigation shall be made to determine that the critical speeds of all shafting lie outside the range of permissible engine speeds under idling, power-on, and autorotative conditions. It shall be demonstrated by actual operation that this condition is satisfied with the mechanism installed in the rotorcraft.

§ 6.415 *Shafting joints.* All universal joints, slip joints, and other shafting joints shall have provision for lubrication, unless it is demonstrated that lack of lubrication will have no adverse effect on the operation of the rotorcraft.

FUEL SYSTEM

§ 6.420 *Capacity and feed.* The usable fuel capacity shall not be less than 0.15 gallon per maximum continuous horsepower for which the rotorcraft is to be certificated. Gravity feed or mechanical pumping of fuel shall be employed. Air-pressure fuel systems shall not be allowed. The fuel supply system shall be arranged so that, in so far as practicable, the entire fuel supply can be utilized in the maximum inclinations of the fuselage for any sustained conditions of flight, and so that the feed ports will not be uncovered during normal maneuvers involving moderate rolling or sideslipping. The system shall also feed fuel promptly after one tank has run dry and another tank is turned on.

§ 6.421 *Unusable fuel supply.* The unusable fuel supply in each tank shall be that quantity at which the first evidence of malfunctioning occurs in any sustained flight condition at the most critical weight and center of gravity position within the approved limitations. The unusable fuel supply shall be determined for each tank used in normal operation. (See also §§ 6.104, 6.736, and 6.741 (e).)

§ 6.422 *Fuel tank construction and installation.* Fuel tanks shall be designed and installed in accordance with the provisions of paragraphs (a) through (e) of this section.

(a) Fuel tanks shall be capable of withstanding without failure all vibration, inertia, fluid, and structural loads to which they may be subjected in operation.

(b) Fuel tanks shall be capable of withstanding, without failure or leakage, an internal pressure equal to the pressure developed during the maximum limit acceleration with full tanks, except that in no case shall the minimum internal pressure be less than 3.5 lb./sq. in. for conventional type tanks or less than 2.0 lb./sq. in. for bladder type tanks.

(c) Fuel tanks of 10 gallons or greater capacity shall incorporate internal baffles unless external support is provided to resist surging.

(d) Fuel tanks shall be separated from the engine compartment by a fire wall. At least one-half inch clear air space shall be provided between the tank and fire wall.

(e) Spaces adjacent to the surfaces of fuel tanks shall be ventilated so that fumes cannot accumulate in the tank compartment in case of leakage. If two or more tanks have their outlets interconnected, they shall be considered as one tank. The air spaces in such tanks shall be interconnected to prevent the flow of fuel from one tank to another as a result of a difference in pressure in the respective tank air spaces.

§ 6.423 *Fuel tank details*—(a) *Expansion space.* Fuel tanks shall be provided with an expansion space of not less than 2 percent of the tank capacity. It shall not be possible to fill the fuel tank expansion space inadvertently when the rotorcraft is in the normal ground attitude.

(b) *Sump.* Each fuel tank shall incorporate a sump and drain located at the point in the tank which is the lowest when the rotorcraft is in the normal ground attitude. The main fuel supply shall not be drawn from the bottom of the sump.

(c) *Filler connection.* The design of fuel tank filler connections shall be such as to prevent the entrance of fuel into the fuel tank compartment or to any other portion of the rotorcraft other than the tank itself. (See also § 6.738 (b) (1).)

(d) *Vents.* Fuel tanks shall be vented from the top portion of the expansion space in such a manner that venting of the tank is effective under all normal flight conditions. The air vents shall be arranged to minimize the possibility of stoppage by dirt or ice formation.

(e) *Outlet.* Fuel tank outlets shall be provided with large-mesh finger strainers.

§ 6.424 *Fuel pumps.* If a mechanical pump is employed, an emergency pump shall also be installed to be available for immediate use in case of failure of the mechanical pump. Pumps of appropriate capacity may also be used for pumping fuel from an auxiliary tank to a main fuel tank. Mechanical pump systems shall be so arranged that they cannot feed from more than one tank at a time.

§ 6.425 *Fuel system lines and fittings.* (a) Fuel lines shall be installed and

supported to prevent excessive vibration and to withstand loads due to fuel pressure and due to accelerated flight conditions.

(b) Fuel lines which are connected to components of the rotorcraft between which relative motion could exist shall incorporate provisions for flexibility.

(c) Flexible hose shall be of an approved type.

(d) All fuel lines and fittings shall be of sufficient size so that the fuel flow, with the fuel being supplied to the carburetor at the minimum pressure for proper carburetor operation, is not less than the following:

(1) For gravity feed systems: 1.5 times the normal flow required to operate the engine at take-off power;

(2) For pump systems: 1.25 times the normal flow required to operate the engine at take-off power.

(e) Design factors conducive to vapor lock, such as vertical humps in the lines, shall be avoided.

(f) A test for proof of compliance with the applicable flow requirements shall be conducted.

§ 6.426 *Valves.* A positive and quick-acting valve which will shut off all fuel to each engine individually shall be provided. The control for this valve shall be within easy reach of appropriate flight personnel. In the case of rotorcraft employing more than one source of fuel supply, provision shall be made for independent feeding from each source. The shutoff valve shall not be located closer to the engine than the remote side of the fire wall.

§ 6.427 *Strainers.* A strainer incorporating a sediment trap and drain shall be provided in the fuel system between the fuel tanks and the engine and shall be installed in an accessible position. The screen shall be easily removable for cleaning. If an engine-driven fuel pump is provided, the strainer shall be located between the fuel tank and the pump.

§ 6.428 *Drains.* One or more accessible drains shall be provided at the lowest point in the fuel system to drain completely all parts of the system when the rotorcraft is in its normal position on level ground. Such drains shall discharge clear of all parts of the rotorcraft and shall be equipped with safety locks to prevent accidental opening.

§ 6.429 *Fuel quantity indicator.* The fuel quantity indicator (see § 6.613 (b)) shall be installed to indicate clearly to the flight crew the quantity of fuel in each tank while in flight. When two or more tanks are closely interconnected by a gravity feed system and vented, and when it is impossible to feed from each tank separately, only one fuel quantity indicator need be installed. If exposed sight gauges are employed they shall be installed and guarded to preclude the possibility of breakage or damage.

OIL SYSTEM

§ 6.440 *General.* (a) Each engine shall be provided with an independent oil system capable of supplying the engine with an appropriate quantity of oil at a temperature not exceeding the maximum which has been established as safe for continuous operation. (For oil system instruments see §§ 6.604 and 6.735.)

(b) The usable oil capacity shall not be less than the product of the endurance of the rotorcraft under critical operating conditions and the maximum oil consumption of the engine under the same conditions, to which product a suitable margin shall be added to assure adequate circulation and cooling of the oil system. In lieu of a rational analysis of rotorcraft endurance and oil consumption, the total oil capacity of 1 gallon for each 30 gallons of fuel capacity shall be considered acceptable. (See also § 6.101 (d) (3).)

(c) The ability of the oil cooling provisions to maintain the oil inlet temperature to the engine at or below the maximum established value shall be demonstrated by flight tests.

§ 6.441 *Oil tank construction and installation.* Oil tanks shall be designed and installed in accordance with the provisions of paragraphs (a) through (e) of this section.

(a) Oil tanks shall be capable of withstanding without failure all vibration, inertia, fluid, and structural loads to which they may be subjected in operation.

(b) Oil tanks shall be capable of withstanding without failure or leakage an internal pressure of 5 lb./sq. in.

(c) Oil tanks shall be provided with an expansion space of not less than 10 percent of the tank capacity, nor less than one-half gallon.

(d) Oil tanks shall be vented.

(e) Provision shall be made in the filler opening to prevent oil overflow from entering the compartment in which the oil tank is located. (See also § 6.738 (b) (2).)

§ 6.442 *Oil lines and fittings.* (a) Oil lines shall be supported to prevent excessive vibration.

(b) Oil lines which are connected to components of the rotorcraft between which relative motion could exist shall incorporate provisions for flexibility.

(c) Flexible hose shall be of an approved type.

(d) Oil lines shall have an inside diameter not less than the inside diameter of the engine inlet or outlet, and shall have no splices between connections.

§ 6.443 *Oil drains.* One or more accessible drains shall be provided at the lowest point in the oil system to drain completely all parts of the system when the rotorcraft is in its normal position on level ground. Such drains shall discharge clear of all parts of the rotorcraft and shall be equipped with safety locks to prevent accidental opening.

§ 6.444 *Oil quantity gauge.* An oil quantity indicator (see § 6.735) shall be installed to indicate during the filling operation the amount of oil in the oil tank.

§ 6.445 *Oil temperature indication.* A means shall be provided for measuring during flight the oil temperature at the engine inlet. If a separate oil system is provided for the main rotor drive, a means shall also be provided to give a warning in flight when the oil temperature has exceeded a safe value. (See § 6.604.)

§ 6.446 *Oil pressure indication.* If the main rotor drive incorporates an independent oil pressure system, a means shall be provided to give a warning in flight when the oil pressure has fallen below a safe value.

COOLING SYSTEM

§ 6.450 *General.* The cooling system shall be capable of maintaining engine temperatures within safe operating limits under all conditions of flight during a period at least equal to that established by the fuel capacity of the rotorcraft, assuming normal engine power and speeds.

§ 6.451 *Cooling tests.* Compliance with the provisions of § 6.450 shall be demonstrated in flight tests in which engine temperature measurements are obtained under critical flight conditions. Such tests shall be conducted in air at temperatures corresponding with the maximum anticipated air temperatures as specified in paragraph (a) of this section. If the tests are conducted under conditions which deviate from the maximum anticipated air temperature, the recorded powerplant temperatures shall be corrected in accordance with the provisions of paragraphs (b) and (c) of this section. The corrected temperatures determined in this manner shall not exceed the maximum established safe values. The fuel used during the cooling tests shall be of the minimum octane number approved for the engines involved, and the mixture settings shall be those used in normal operation.

(a) *Maximum anticipated air temperature.* The maximum anticipated air temperature (hot day condition) shall be 100° F. at sea level, decreasing from this value at the rate of 3.6° F. per thousand feet of altitude above sea level until a temperature of −67° F. is reached above which altitude the temperature shall be constant at −67° F.

(b) *Correction factor for cylinder head and oil inlet temperatures.* The cylinder head and oil inlet temperatures shall be corrected by adding the difference between the maximum anticipated air temperature and the temperature of the ambient air at the time of the first occurrence of maximum cylinder head or oil inlet temperature recorded during the cooling test, unless a more rational correction is shown to be applicable.

(c) *Correction factor for cylinder barrel temperatures.* Cylinder barrel temperatures shall be corrected by adding 0.7 of the difference between the maximum anticipated air temperature and the temperature of the ambient air at the time of the first occurrence of the maximum cylinder barrel temperature recorded during the cooling test, unless a more rational correction is shown to be applicable.

§ 6.452 *Coolant system.* The coolant system for liquid-cooled engines shall be designed and installed in accordance with the provisions of paragraphs (a) through (d) of this section.

(a) *Filler openings.* Provision shall be made in coolant tank filler openings

to prevent coolant overflow from entering the compartment in which the tank is located. (See also § 6.738 (b) (3).)

(b) *Lines.* Lines and connections shall conform to accepted standards and by their presence shall not induce vibration to the radiator or to the structure of the rotorcraft.

(c) *Radiators.* Radiators shall be so mounted as not to induce vibrations and strains causing distortion.

(d) *Drains.* One or more accessible drains shall be provided at the lowest point in any liquid coolant system to drain completely all parts of the system when the rotorcraft is in its normal position on level ground. Such drains shall discharge clear of all parts of the rotorcraft and shall be equipped with safety locks to prevent accidental opening.

INDUCTION AND EXHAUST SYSTEMS

§ 6.460 *General.* The induction and exhaust systems shall be designed in accordance with accepted practice.

§ 6.461 *Air induction.* (a) The engine air induction system shall be designed to supply the proper quantity of air to the engine under all conditions of operation.

(b) Cold air intakes shall open completely outside the cowling unless the emergence of backfire flames is positively prevented.

(c) Carburetor air intakes shall be provided with drains. The drains shall not discharge fuel in the possible path of exhaust flames.

§ 6.462 *Induction system de-icing and anti-icing provisions.* (a) The engine air induction system shall incorporate means for the prevention and elimination of ice accumulations. Unless it is demonstrated that this can be accomplished by other means, compliance with the following heat rise provisions shall be demonstrated in air free of visible moisture at a temperature of 30° F. when the engine is operating at 75 percent of its maximum continuous power.

(b) Rotorcraft equipped with sea level engines employing conventional venturi carburetors shall have a preheater capable of providing a heat rise of 90° F.

(c) Rotorcraft equipped with sea level engines employing carburetors which embody features tending to reduce the possibility of ice formation shall have a preheater capable of providing a heat rise of 70° F.

(d) Rotorcraft equipped with altitude engines employing conventional venturi carburetors shall have a preheater capable of providing a heat rise of 120° F.

(e) Rotorcraft equipped with altitude engines employing carburetors which embody features tending to reduce the possibility of ice formation shall have a preheater capable of providing a heat rise of 100° F., except that if a fluid deicing system is used the heat rise need not be greater than 40° F.

§ 6.463 *Exhaust manifolds.* (See also § 6.383.) (a) Exhaust manifolds shall be designed to provide for expansion, and shall be arranged and cooled so that local hot points cannot form.

(b) Exhaust manifolds shall be installed in accordance with the provisions of subparagraphs (1) through (3) of this paragraph:

(1) Exhaust manifolding shall be such that exhaust gases are discharged clear of cowling, rotorcraft structure, carburetor air intake, and fuel system parts or drains.

(2) Exhaust manifolding shall not be located immediately adjacent to or under the carburetor or fuel system parts unless such parts are protected against leakage.

(3) Exhaust manifolding shall be such that exhaust gases do not discharge in a manner which would impair pilot vision at night due to glare.

POWERPLANT CONTROLS AND ACCESSORIES

§ 6.470 *Powerplant controls; general.* The provisions of § 6.353 shall be applicable to all powerplant controls with respect to location and arrangement, and the provisions of § 6.737 shall be applicable to all powerplant controls with respect to marking. All flexible powerplant controls shall be of an approved type.

§ 6.471 *Throttle controls.* (a) A separate throttle control shall be provided for each engine. Throttle controls shall be grouped and arranged to permit separate control of each engine and also simultaneous control of all engines.

(b) Throttle controls shall afford a positive and immediately responsive means of controlling the engines.

§ 6.472 *Ignition switches.* (a) Means shall be provided for quickly shutting off all ignition by the grouping of switches or by providing a master ignition control.

(b) If a master ignition control is provided, a guard shall be incorporated to prevent inadvertent operation of the control.

§ 6.473 *Mixture controls.* If mixture controls are provided, a separate control shall be provided for each engine. The mixture controls shall be grouped and arranged to permit separate control of each engine and also simultaneous control of all engines.

§ 6.474 *Powerplant accessories.* Engine mounted accessories shall be of a type approved for installation on the engine involved, and shall utilize the provisions made on the engine for mounting.

POWERPLANT FIRE PROTECTION

§ 6.480 *General.* The powerplant installation shall be protected against fire in accordance with §§ 6.481 through 6.484. Additional fire prevention requirements are prescribed in Subpart D, Design and Construction, and Subpart F, Equipment.

§ 6.481 *Ventilation.* Compartments which include powerplant installation shall have provision for ventilation.

§ 6.482 *Shut-off means.* Means shall be provided to shut off the flow in all lines carrying flammable fluids into the engine compartment, except that a shut-off means need not be provided in lines forming an integral part of an engine. Provision shall be made to guard against inadvertent operation of the shut-off means, and to make it possible for the crew to reopen the shut-off means in flight after it has once been closed.

§ 6.483 *Fire wall.* (a) All engines, auxiliary power units, fuel-burning heaters, and other combustion equipment which are intended for operation in flight shall be isolated from the remainder of the rotorcraft by means of fire walls, shrouds, or other equivalent means.

(b) Fire walls and shrouds shall be constructed in such a manner that no hazardous quantity of air, fluids, or flame can pass from the engine compartment to other portions of the rotorcraft.

(c) All openings in the fire wall or shroud shall be sealed with close fitting fireproof grommets, bushings, or fire-wall fittings.

(d) Fire walls and shrouds shall be constructed of fireproof material and shall be protected against corrosion.

§ 6.484 *Engine cowling and engine compartment covering.* (a) Cowling or engine compartment covering shall be constructed and supported so as to make it capable of resisting all vibration, inertia, and air loads to which it would be subjected in operation.

(b) Provision shall be made to permit rapid and complete drainage of all portions of the cowling or engine compartment in all normal ground and flight attitudes. Drains shall not discharge in locations which might cause a fire hazard.

(c) Cowling or engine compartment covering shall be constructed of fire-resistant material.

(d) Those portions of the cowling or engine compartment covering which would be subjected to high temperatures due to their proximity to exhaust system parts or exhaust gas impingement shall be constructed of fireproof material.

SUBPART F—EQUIPMENT

GENERAL

§ 6.600 *Scope.* The required basic equipment as prescribed in this subpart is the minimum which shall be installed in the rotorcraft for certification. Such additional equipment as is necessary for a specific type of operation is prescribed in the operating rules of the Civil Air Regulations.

§ 6.601 *Functional and installational requirements.* Each item of equipment installed in a rotorcraft shall be:

(a) Of a type and design appropriate to perform its intended function,

(b) Labeled as to its identification, function, or operational limitations, or any combination of these, whichever is applicable,

(c) Installed in accordance with specified limitations of the equipment,

(d) Demonstrated to function properly in the rotorcraft.

§ 6.602 *Required basic equipment.* The equipment listed in §§ 6.603 through 6.605 shall be the required basic equipment. (See §6.600.)

§ 6.603 *Flight and navigational instruments.* (See § 6.612 for installation requirements.) There shall be installed: (a) An air-speed indicator (see § 6.612 (a)), (b) an altimeter, (c) a

magnetic direction indicator (see § 6.612 (c)).

§ 6.604 *Powerplant instruments.* (See § 6.613 for installation requirements.) (a) For each engine or tank there shall be installed: (1) A fuel quantity indicator (see § 6.613 (b)), (2) an oil pressure indicator, (3) an oil temperature indicator (see § 6.613 (g)), (4) a carburetor air temperature indicator (see § 6.613 (f)), (5) a tachometer to indicate engine rpm and rotor rpm for the main rotor, or for each main rotor the speed of which can vary appreciably with respect to another main rotor.

(b) For each engine or tank (if required in reference section) there shall be installed: (1) A coolant temperature indicator, if liquid-cooled engines are used (see § 6.613 (h)), (2) a cylinder head temperature indicator (see § 6.613 (e)), (3) a fuel pressure indicator (if pump-fed engines are used), (4) a manifold pressure indicator (if altitude engines are used), (5) an oil quantity indicator (see § 6.613 (d)).

§ 6.605 *Miscellaneous equipment.* There shall be installed: (a) Approved seats for all occupants (see § 6.355), (b) approved safety belts for all occupants (see § 6.643), (c) a master switch arrangement (see §§ 6.623 and 6.624), (d) a source(s) of electrical energy (see §§ 6.620 through 6.622) where such electrical energy is necessary for operation of the rotorcraft, (e) electrical protective devices (see § 6.625).

INSTRUMENTS; INSTALLATION

§ 6.610 *General.* The provisions of §§ 6.611 through 6.613 shall apply to the installation of instruments in rotorcraft.

§ 6.611 *Arrangement and visibility of instrument installations.* (a) Flight, navigation, and powerplant instruments for use by each pilot shall be easily visible to him.

(b) On multiengine rotorcraft, identical powerplant instruments for the several engines shall be so located as to prevent any confusion as to the engines to which they relate.

(c) The vibration characteristics of the instrument panel shall be such as not to impair seriously the readability or the accuracy of the instruments or to damage them.

§ 6.612 *Flight and navigational instruments*—(a) *Air-speed indicating system.* The air-speed indicating system shall be so installed that the air-speed indicator shall indicate true air speed at sea level under standard conditions to within an allowable installational error of not more than plus or minus 3 percent of the calibrated air speed or 5 mph, whichever is greater. The calibration shall be made in flight at all forward speeds of 10 mph or over. The allowable installation error shall not be exceeded at any forward speed of 20 mph and over. (See § 6.732.)

(b) *Static air-vent system.* All instruments provided with static air case connections shall be so vented that the influence of rotorcraft speed, the opening and closing of windows, air-flow variation, moisture, or other foreign matter will not seriously affect their accuracy.

(c) *Magnetic direction indicator.* The magnetic direction indicator shall be so installed that its accuracy shall not be excessively affected by the rotorcraft's vibration or magnetic fields. After the direction indicator has been compensated, the installation shall be such that the deviation in level flight does not exceed 10° on any heading. A suitable calibration placard shall be provided as specified in § 6.733.

§ 6.613 *Powerplant instruments*—(a) *Instrument lines.* Instrument lines shall comply with the provisions of § 6.425. In addition, instrument lines carrying flammable fluids or gases under pressure shall be provided with restricted orifices or equivalent safety devices at the source of the pressure to prevent the escape of excessive fluid or gas in case of line failure.

(b) *Fuel quantity indicator.* Fuel quantity indicators shall be calibrated to read zero during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply as defined by § 6.421. (See also § 6.736.)

(c) *Fuel flowmeter system.* When a flowmeter system is installed, the metering component shall include a means for by-passing the fuel supply in the event that malfunctioning of the metering component results in a severe restriction to fuel flow.

(d) *Oil quantity indicator.* (1) Means shall be provided to indicate the quantity of oil in each tank when the rotorcraft is on the ground. (See § 6.735.)

(2) If an oil transfer system or a reserve oil supply system is installed, means shall be provided to indicate to the crew during flight the quantity of oil in each tank.

(e) *Cylinder head temperature indicator.* A cylinder head temperature indicator shall be provided for each engine or rotorcraft equipped with cooling shutters. In the case of rotorcraft which do not have cooling shutters, an indicator shall be provided if compliance with the provisions of § 6.451 is demonstrated in a condition other than the most critical cooling flight condition.

(f) *Carburetor air temperature indicating system.* A carburetor air temperature indicating system shall be provided for each engine equipped with a preheater which is capable of providing a heat rise in excess of 60° F.

(g) *Oil temperature indicator.* Means shall be provided to indicate to the appropriate members of the flight crew, during flight, the oil inlet temperature of each engine.

(h) *Coolant temperature indicator.* Means shall be provided to indicate to the appropriate members of the flight crew, during flight, the coolant outlet temperature of each liquid-cooled engine.

ELECTRICAL SYSTEMS AND EQUIPMENT

§ 6.620 *Installation.* (a) Electrical systems and equipment shall be free from hazards in themselves, in their method of operation, and in their effects on other parts of the rotorcraft. They shall be protected from fuel, oil, water, other detrimental substances, and from mechanical damage.

(b) The design of all components of the electrical system shall be appropriate for the intended use, and the components shall be capable of satisfactory operation over the entire range of environmental conditions encountered in the operation of the rotorcraft.

(c) Electrical sources of power shall have sufficient capacity during all normal flight operating conditions to supply maximum peaks and short-time and continuous electrical load requirements. For emergency operating conditions the capacity of electrical power sources shall be sufficient for all electrical loads necessary to permit a safe landing.

§ 6.621 *Batteries.* A battery or batteries shall be provided consistent with the needs of the electrical system in complying with the requirements of electrical power capacity. The installation shall provide adequate ventilation and drainage for the battery under all operating conditions, and means shall be provided to prevent corrosive battery substance from coming in contact with other parts of the rotorcraft during servicing or in flight.

§ 6.622 *Generator system*—(a) *Generator.* Sources of electrical power (including the battery) shall be designed to function coordinately, and shall also be capable of independent operation. The generator(s) shall be capable of delivering sufficient power to keep the batteries charged, and in addition shall provide for the normal electrical power requirements of the rotorcraft.

(b) *Generator controls.* Generator voltage control equipment shall be capable of regulating the generator output within rated limits.

(c) *Reverse current cut-off.* A generator reverse current cut-off shall disconnect the generator from the battery and from other generators when the generator is developing a voltage of such value that current sufficient to cause malfunctioning can flow into the generator.

§ 6.623 *Master switch.* A master switch arrangement shall be provided which will disconnect all sources of electrical power from the main distribution system at a point adjacent to the power sources.

§ 6.624 *Master switch installation.* The master switch or its controls shall be so installed that it is easily discernible and accessible to a member of the crew in flight.

§ 6.625 *Protective devices.* Protective devices (fuses or circuit breakers) shall be installed in the circuits to all electrical equipment, except that such items need not be installed in the main circuits of starter motors or in other circuits where no hazard is presented by their omission. If fuses are used, one spare of each rating or 50 percent spare fuses of each rating, whichever is the greater, shall be provided.

§ 6.626 *Protective devices installation.* Protective devices in circuits used in flight shall be conveniently located and

properly identified to facilitate replacement of fuses or resetting of circuit breakers in flight.

§ 6.627 *Electric cables.* The electric cables used shall be in accordance with approved standards for aircraft electric cable of a slow-burning type. They shall have current-carrying capacity sufficient to deliver the necessary power to the items of equipment to which they are connected.

§ 6.628 *Switches.* Switches shall be capable of carrying their rated current. They shall be accessible to the crew and shall be labeled as to operation and the circuit controlled.

LIGHTS

§ 6.630 *Instrument lights.* (a) Instrument lights shall provide sufficient illumination to make all instruments, switches, etc., easily readable.

(b) Instrument lights shall be so installed that their direct rays are shielded from the pilot's eyes and so that no objectionable reflections are visible to him.

§ 6.631 *Landing lights.* (a) Landing and hovering lights shall be of an approved type.

(b) Landing lights shall be installed so that there is no objectionable glare visible to the pilot and so that the pilot is not adversely affected by halation.

(c) Landing lights shall be installed in a location where they provide the necessary illumination for night operation including hovering and landing.

(d) A switch for each light shall be provided, except that where multiple lights are installed at one location a single switch for the multiple lights shall be acceptable.

§ 6.632 *Position light system installation*—(a) *General.* The provisions of §§ 6.632 through 6.635 shall be applicable to the position light system as a whole, and shall be complied with if a single circuit type system is installed.* The single circuit system shall include the items specified in paragraphs (b) through (f) of this section.

(b) *Forward position lights.* Forward position lights shall consist of a red and a green light spaced laterally as far apart as practicable and installed forward on the rotorcraft in such a location that, with the rotorcraft in normal flying position, the red light is displayed on the left side and the green light is displayed on the right side. The individual lights shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(c) *Rear position light.* The rear position light shall be a white light mounted as far aft as practicable. The light shall be type certificated in accordance with the applicable provisions of Part 15 of the Civil Air Regulations.

(d) *Circuit.* The two forward position lights and the rear position light shall constitute a single circuit.

(e) *Flasher.* If employed, an approved position light flasher for a single circuit system shall be installed. The flasher shall be such that the system is energized automatically at a rate of not less than 60 nor more than 100 flashes per minute with an on-off ratio between 2:1 and 1:1. Unless the flasher is of a fail-safe type, means shall be provided in the system to indicate to the pilot when there is a failure of the flasher and a further means shall be provided for turning the lights on steady in the event of such failure.

(f) *Light covers and color filters.* Light covers or color filters used shall be of noncombustible material and shall be constructed so that they will not change color or shape or suffer any appreciable loss of light transmission during normal use.

§ 6.633 *Position light system dihedral angles.* The forward and rear position lights as installed on the rotorcraft shall show unbroken light within dihedral angles specified in paragraphs (a) through (c) of this section.

(a) Dihedral angle *L* (left) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the rotorcraft and the other at 110° to the left of the first, when looking forward along the longitudinal axis.

(b) Dihedral angle *R* (right) shall be considered formed by two intersecting vertical planes, one parallel to the longitudinal axis of the rotorcraft and the other at 110° to the right of the first, when looking forward along the longitudinal axis.

(c) Dihedral angle *A* (aft) shall be considered formed by two intersecting vertical planes making angles of 70° to the right and 70° to the left, respectively, looking aft along the longitudinal axis, to a vertical plane passing through the longitudinal axis.

§ 6.634 *Position light distribution and intensities*—(a) *General.* The intensities prescribed in this section are those to be provided by new equipment with all light covers and color filters in place. Intensities shall be determined with the light source operating at a steady value equal to the average luminous output of the light source at the normal operating voltage of the rotorcraft. The light distribution and intensities of position lights shall comply with the provisions of paragraphs (b) and (c) of this section.

(b) *Forward position lights.* Within dihedral angle *L* for the left light and within dihedral angle *R* for the right light each forward position light shall have intensities, in any plane through the longitudinal axis of the unit, of not less than 8 candles for the first 30° as measured from the longitudinal axis, of not less than 4 candles for the next 30°, and of not less than 3 candles for the remaining directions. The intensity of an overlapping beam of the right forward position light shall be reduced to two candles or less in all directions within the first 10° of dihedral angle *L*. Within the next 10° of dihedral angle *L* the overlapping intensity in all directions shall be reduced to 0.5 candle or less. Similar limits shall apply to an overlapping beam of the left forward position light in dihedral angle *R*. The intensities of overlapping beams of the forward position lights shall be reduced to 0.5 candle or less in all directions within the first 10° of dihedral angle *A*. Outside of the aforementioned overlap limits the stray light intensity from the forward position lights shall not exceed 0.5 candle in all directions within dihedral angles *L*, *R*, and *A*.

(c) *Rear position light.* The rear position light shall have an intensity of not less than 4 candles in any direction within dihedral angle *A*. Within a 140° cone, the axis of which is coincident with the longitudinal axis of the rotorcraft, in dihedral angle *A*, the intensity shall not be less than 8 candles. The intensity of an overlapping beam of the rear position light shall be reduced to 1 candle or less in all directions within the first 20° of dihedral angles *L* and *R*. Outside of these overlap limits the stray light intensity from the rear position light shall not exceed 1 candle in all directions within dihedral angles *L* and *R*.

§ 6.635 *Color specifications.* The colors of the position lights shall have the International Commission on Illumination chromaticity coordinates as set forth in paragraphs (a) through (c) of this section.

(a) *Aviation red.*

y is not greater than 0.335,
z is not greater than 0.002;

(b) *Aviation green.*

x is not greater than $0.440-0.320y$,
x is not greater than $y-0.170$,
y is not less than $0.390-0.170x$;

(c) *Aviation white.*

x is not less than 0.350,
x is not greater than 0.540,
$y-y_0$ is not numerically greater than 0.01, y_0 being the y coordinate of the Planckian radiator for which $x_0=x$.

§ 6.636 *Riding light.* (a) When a riding (anchor) light is required for a rotorcraft operated from water, it shall be capable of showing a white light for at least 2 miles at night under clear atmospheric conditions.

(b) Riding lights shall be installed so that they will show a maximum practicable unbroken light when the rotorcraft is moored or drifting on the water. Externally hung lights shall be permitted.

SAFETY EQUIPMENT

§ 6.640 *General.* Required safety equipment which the crew is expected to operate at a time of emergency, such as flares and automatic life-raft releases, shall be readily accessible. (See also § 6.733 (e).)

§ 6.641 *Flares.* When parachute flares are installed, they shall be of an approved type, and their installation shall be in accordance with § 6.642.

§ 6.642 *Flare installation.* (a) Parachute flares shall be releasable from the pilot compartment and installed to minimize the danger of accidental discharge.

(b) It shall be demonstrated in flight that the flare installation is such that ejection can be accomplished without hazard to the rotorcraft and its occupants.

*Requirements for dual circuit position light systems are contained in Part 4b of the Civil Air Regulations.

(c) If recoil loads are involved in the ejection of the flares, the structure of the rotorcraft shall be designed to withstand such loads.

§ 6.643 *Safety belts.* Rotorcraft manufactured on or after the effective date of this part shall be equipped with safety belts of an approved type. (See § 6.18.) In no case shall the rated strength of the safety belt be less than that corresponding with the ultimate load factors specified, taking due account of the dimensional characteristics of the safety belt installation for the specific seat or berth arrangement. Safety belts shall be attached so that no part of the anchorage will fail at a load lower than that corresponding with the ultimate load factors specified. (See § 6.260.)

§ 6.644 *Emergency flotation and signaling equipment.* When emergency flotation and signaling equipment is required by the operating rules of the Civil Air Regulations, such equipment shall comply with the provisions of paragraphs (a) through (c) of this section.

(a) Rafts and life preservers shall be of an approved type and shall be so installed as to be readily available to the crew and passengers.

(b) Rafts released automatically or released by the pilot shall be attached to the rotorcraft by means of lines to keep them alongside the rotorcraft. The strength of the lines shall be such that they will break before submerging the empty raft.

(c) Signaling devices shall be free from hazard in their operation and shall be installed in an accessible location.

MISCELLANEOUS EQUIPMENT

§ 6.650 *Hydraulic systems*—(a) *Design.* Hydraulic systems and elements shall withstand, without exceeding the yield point, all structural loads which are expected to be imposed in addition to the hydraulic loads.

(b) *Tests.* Hydraulic systems shall be substantiated by proof pressure tests. When proof tested, no part of a hydraulic system shall fail, malfunction, or experience a permanent set. The proof load of any system shall be 1.5 times the maximum operating pressure of that system.

(c) *Accumulators.* Hydraulic accumulators or pressurized reservoirs shall not be installed on the engine side of the fire wall, except when they form an integral part of the engine.

SUBPART G—OPERATING LIMITATIONS AND INFORMATION

GENERAL

§ 6.700 *Scope.* (a) The operating limitations in §§ 6.710 through 6.718 shall be established as prescribed in this part.

(b) The operating limitations, together with any other information concerning the rotorcraft found necessary for safety during operation, shall be included in the Rotorcraft Flight Manual (§ 6.740), shall be expressed as markings and placards (§ 6.730), and shall be made available by such other means as will convey the information to the crew members.

OPERATING LIMITATIONS

§ 6.710 *Air-speed limitations; general.* When air-speed limitations are a function of weight, weight distribution, altitude, or other factors, the values corresponding with all critical combinations of these values shall be established.

§ 6.711 *Never-exceed speed V_{NE}.* (a) The never-exceed speed shall be established. It shall not be less than the maximum level flight speed with all engines operating at maximum continuous rpm and 90 percent of maximum continuous power, nor greater than either of the following: (1) 0.9*V* established in accordance with § 6.204, (2) 0.9 times the maximum speed demonstrated in accordance with § 6.140.

(b) It shall be permissible to vary the never-exceed speed with altitude and rotor rpm, provided that the ranges of these variables are sufficiently large to allow an operationally practical and safe variation of the never-exceed speeds.

§ 6.712 *Operating speed range.* An operating speed range shall be established for each rotorcraft.

§ 6.713 *Rotor speed.* Rotor r. p. m. limitations shall be established as set forth in paragraphs (a) and (b) of this section.

(a) *Maximum power off (autorotation).* Not to exceed 95 percent of the maximum design r. p. m. determined under § 6.204 (b) or 95 percent of the maximum r. p. m. demonstrated during the type tests (see § 6.103 (b)), whichever is lower.

(b) *Minimum*—(1) *Power off.* Not less than 105 percent of the higher of the following: (i) The minimum demonstrated during the type tests (see § 6.103 (b)), (ii) the minimum determined by design substantiation.

(2) *Power on.* Not less than the higher of the following: (i) The minimum demonstrated during the type tests (see § 6.103 (a)), (ii) the minimum determined by design substantiation and not higher than a value determined in compliance with § 6.103 (a).

§ 6.714 *Powerplant limitations.* The powerplant limitations set forth in paragraphs (a) through (c) of this section shall be established for the rotorcraft. They shall not exceed the corresponding limits established as a part of the type certification of the engine installed on the rotorcraft.

(a) *Take-off operation.* The take-off operation shall be limited by:

(1) The maximum rotational speed, which shall not be greater than the maximum value determined by the rotor design, nor greater than the maximum value demonstrated during type tests,

(2) The maximum permissible manifold pressure,

(3) The time limit upon the use of the corresponding power,

(4) The maximum allowable cylinder head, coolant outlet, or oil temperatures, if applicable when the time limit of subparagraph (3) of this paragraph exceeds two minutes.

(b) *Continuous operation.* The continuous operation shall be limited by:

(1) The maximum rotational speed, which shall not be greater than the maximum value determined by the rotor design, nor greater than the maximum value demonstrated during type tests,

(2) The minimum rotational speed demonstrated in compliance with the rotor speed requirements as prescribed in § 6.713 (b) (2).

(c) *Fuel octane rating.* The minimum octane rating of fuel shall be limited to that required for satisfactory operation of the powerplant within the limitations prescribed in paragraphs (a) and (b) of this section.

§ 6.715 *Limiting height for autorotative landing.* If a range of heights exists at any speed, including zero, within which it is not possible to make a safe landing following power failure, the range of heights and its variation with forward speed shall be established together with any other pertinent information, such as type of landing surface. (See § 6.741 (f).)

§ 6.716 *Rotorcraft weight and center of gravity limitations.* The rotorcraft weight and center of gravity limitations to be established are those required to be determined by §§ 6.101 and 6.102.

§ 6.717 *Minimum flight crew.* The minimum flight crew shall be established by the Administrator as that number of persons which he finds necessary for safety in the operations authorized under § 6.718. This finding shall be based upon the work load imposed upon individual crew members with due consideration given to the accessibility and the ease of operation of all necessary controls by the appropriate crew members.

§ 6.718 *Types of operation.* The type of operation to which a rotorcraft is limited shall be established on the basis of flight characteristics and the equipment installed. (See the operating parts of the Civil Air Regulations.)

§ 6.719 *Maintenance manual.* The applicant shall furnish with each rotorcraft a maintenance manual to contain information which he considers essential for the proper maintenance of the rotorcraft. The maintenance manual shall include recommended limits on service life or retirement periods for major components of the rotorcraft.

MARKINGS AND PLACARDS

§ 6.730 *General.* (a) The markings and placards specified in §§ 6.731 through 6.738 are required for all rotorcraft.

(b) Markings and placards shall be displayed in conspicuous places and shall be such that they cannot be easily erased, disfigured, or obscured.

(c) Additional information, placards, and instrument markings having a direct and important bearing on safe operation of the rotorcraft shall be required when unusual design, operating, or handling characteristics so warrant.

§ 6.731 *Instrument markings; general.* (a) When markings are placed on the cover glass of the instrument, provision shall be made to maintain the correct alignment of the glass cover with the face of the dial.

(b) All arcs and lines shall be of sufficient width and so located that they are clearly visible to the pilot.

§ 6.732 *Air-speed indicator.* Instrument indications shall be in terms of indicated air speed. The markings set forth in paragraphs (a) through (c) of this section shall be used to indicate to the pilot the maximum and minimum permissible speeds and the normal precautionary operating ranges. (See § 6.612 (a).)

(a) A red radial line shall be used to indicate the limit beyond which operation is dangerous.

(b) A yellow arc shall be used to indicate the precautionary operating range.

(c) A green arc shall be used to indicate the safe operating range.

§ 6.733 *Magnetic direction indicator.* A placard shall be installed on or in close proximity to the magnetic direction indicator which shall comply with the requirements of paragraphs (a) through (c) of this section. (See § 6.612 (c).)

(a) The placard shall contain the calibration of the instrument in a level flight attitude with engine(s) operating.

(b) The placard shall state whether the calibration was made with radio receiver(s) on or off.

(c) The calibration readings shall be in terms of magnetic headings in not greater than 45° increments.

§ 6.734 *Powerplant instruments; general.* All required powerplant instruments shall be marked in accordance with paragraphs (a) through (c) of this section. (See § 6.613.)

(a) The maximum and the minimum (if applicable) safe operation limits shall be marked with red radial lines.

(b) The normal operating ranges shall be marked with a green arc not extending beyond the maximum and minimum safe operating limits.

(c) The take-off and precautionary ranges shall be marked with a yellow arc.

§ 6.735 *Oil quantity indicator.* Oil quantity indicators shall be marked in sufficient increments to indicate readily and accurately the quantity of oil. (See § 6.613 (d).)

§ 6.736 *Fuel quantity indicator.* When the unusable fuel supply for any tank exceeds 1 gallon or 5 percent of the tank capacity, whichever is the greater, a red arc shall be marked on the indicator extending from the calibrated zero reading to the lowest reading obtainable in the level flight attitude. (See §§ 6.421 and 6.613 (b).) A notation in the Rotorcraft Flight Manual shall be made to indicate that the fuel remaining in the tank when the quantity indicator reaches zero is not usable in flight. (See § 6.741 (g).)

§ 6.737 *Control markings*—(a) *General.* All cockpit controls including those referred to in paragraphs (b) and (c) of this section shall be plainly marked as to their function and method of operation. (See § 6.353.)

(b) *Powerplant fuel controls.* The powerplant fuel controls shall be marked in accordance with subparagraphs (1) through (4) of this paragraph.

(1) Controls for fuel tank selector valves shall be marked to indicate the position corresponding with each tank with all existing cross-feed positions.

(2) When more than one fuel tank is provided, and if safe operation depends upon the use of tanks in a specific sequence, the fuel tank selector controls shall be marked adjacent to or on the control to indicate to the flight personnel the order in which the tanks must be used.

(3) On multiengine rotorcraft, controls for engine valves shall be marked to indicate the position corresponding with each engine.

(4) The capacity of each tank shall be indicated adjacent to or on the fuel tank selector control.

(c) *Accessory and auxiliary controls.* Accessory and auxiliary controls shall be marked in accordance with subparagraphs (1) and (2) of this paragraph.

(1) Where visual indicators are essential to the operation of the rotorcraft (such as a rotor pitch or retractable landing gear indicator), they shall be marked in such a manner that the crew members at all times can determine the position of the unit.

(2) Emergency controls shall be colored red and shall be marked to indicate their method of operation.

§ 6.738 *Miscellaneous markings and placards*—(a) *Baggage compartments and ballast location.* Each baggage and cargo compartment as well as the ballast location shall bear a placard stating the maximum allowable weight of contents and, if applicable, any other limitation on contents found necessary due to loading requirements. When the maximum permissible weight to be carried in a seat is less than 170 pounds (see § 6.101 (b) (4)), a placard shall be permanently attached to the seat structure stating the maximum allowable weight of the occupant to be carried.

(b) *Fuel, oil, and coolant filler openings.* The information required by subparagraphs (1) through (3) of this paragraph shall be marked on or adjacent to the appropriate filler cover.

(1) The word "fuel", the minimum permissible fuel octane number for the engines installed, and the usable fuel tank capacity. (See § 6.423 (c).)

(2) The word "oil" and the oil tank capacity. (See § 6.441 (e).)

(3) The name of the proper coolant fluid and the capacity of the coolant system. (See § 6.452 (a).)

(c) *Emergency exit placards.* Emergency exit placards and operating controls shall be colored red. A placard shall be located adjacent to the controls which clearly indicates the location of the exit and the method of operation. (See § 6.357.)

(d) *Operating limitation placard.* A placard shall be provided in clear view of the pilot stating: "This (helicopter, gyrodyne, etc.) must be operated in compliance with the operating limitations specified in the CAA approved Rotorcraft Flight Manual."

(e) *Safety equipment.* (1) Safety equipment controls which the crew is expected to operate in time of emergency, such as flares, automatic life raft releases, etc., shall be plainly marked as to their method of operation.

(2) When fire extinguishers and signaling and other life-saving equipment are carried in lockers, compartments, etc., these locations shall be marked accordingly.

ROTORCRAFT FLIGHT MANUAL

§ 6.740 *General.* (a) A Rotorcraft Flight Manual shall be furnished with each rotorcraft.

(b) The portions of the manual listed in §§ 6.741 through 6.744 as are appropriate to the rotorcraft shall be verified and approved and shall be segregated, identified, and clearly distinguished from portions not so approved.

(c) Additional items of information having a direct and important bearing on safe operation shall be required when unusual design, operating, or handling characteristics so warrant.

§ 6.741 *Operating limitations.* The operating limitations set forth in paragraphs (a) through (g) of this section shall be furnished with each rotorcraft.

(a) *Air-speed and rotor limitations.* Sufficient information shall include the information necessary for the marking of the limitations on or adjacent to the indicators as required. (See § 6.732.) In addition, the significance of the limitations and of the color coding used shall be explained.

(b) *Powerplant limitations.* Information shall be included to outline and to explain all powerplant limitations (see § 6.714) and to permit marking the instruments as required by §§ 6.734 through 6.736.

(c) *Weight and loading distribution.* The rotorcraft weights and center of gravity limits required by §§ 6.101 and 6.102 shall be included, together with the items of equipment on which the empty weight is based. Where the variety of possible loading conditions warrants, instructions shall be included to facilitate observance of the limitations.

(d) *Flight crew.* When a flight crew of more than one is required, the number and functions of the minimum flight crew determined in accordance with § 6.717 shall be described.

(e) *Type of operation.* The type(s) of operation(s) shall be listed for which the rotorcraft and its equipment installations have been approved. (See § 6.718.)

(f) *Limiting heights.* Sufficient information shall be included to outline the limiting heights and corresponding speeds for safe landing after power failure. (See § 6.715.)

(g) *Unusable fuel.* If the unusable fuel supply in any tank exceeds one gallon or 5 percent of the tank capacity, whichever is the greater, warning shall be provided to indicate to the flight personnel that the fuel remaining in the tank when the quantity indicator reads zero cannot be used safely in flight. (See § 6.421.)

§ 6.742 *Operating procedures.* The section of the manual devoted to operating procedures shall contain information concerning normal and emergency procedures and other pertinent information peculiar to the rotorcraft's operating characteristics which are necessary for safe operation.

§ 6.743 *Performance information.* Information relative to the items of performance set forth in paragraphs (a)

through (d) of this section shall be included.

(a) The take-off distance and the air speed at the 50-foot height together with any pertinent information defining the flight path with respect to the required autorotative landing in the event of an engine failure, including the calculated effect of altitude and temperature. (See § 6.111 (c).)

(b) The steady rates of climb and hovering ceilings together with the corresponding air speeds and other pertinent information, including the calculated effect of altitude and temperature. (See §§ 6.112 and 6.113.)

(c) The autorotative landing distance and the type of landing surface together with any other pertinent information which might affect this distance, including the calculated effect of altitude and temperature. (See § 6.114.)

(d) Maximum wind allowable for safe operation near the ground. (See § 6.121 (d).)

§ 6.744 *Marking and placard information.* (See § 6.730.)

ROTORCRAFT IDENTIFICATION DATA

§ 6.750 *Identification plate.* A fireproof identification plate shall be securely attached to the structure in an accessible location where it will not likely be defaced during normal service. The identification plate shall not be placed in a location where it might be expected to be destroyed or lost in the event of an accident. The identification plate shall contain the identification data required by § 1.50 of the Civil Air Regulations.

§ 6.751 *Identification marks.* The nationality and registration marks shall be permanently affixed in accordance with § 1.100 of the Civil Air Regulations.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11710; Filed, Dec. 14, 1950; 8:55 a. m.]

[Civil Air Regs., Amdt. 13-2]

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

MISCELLANEOUS AMENDMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December, 1950.

In view of the consolidation of many of the administrative and identification requirements relating to airworthiness in newly revised Part 1 of the Civil Air Regulations, we are amending Part 13 to change the references therein from Part 2 to Part 1.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 13 of the Civil Air Regulations (14 CFR, Part 13, as amended) effective January 15, 1951:

1. By amending § 13.22 by deleting the reference therein to "§ 2.36" and substituting therefor a reference to "§ 1.50."

2. By amending the cross reference preceding § 13.30 by deleting the reference therein to "Part 2" and substituting therefor a reference to "Part 1."

(Sec. 205, 52 Stat. 984 as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11714; Filed, Dec. 14, 1950; 8:54 a. m.]

[Civil Air Regs., Amdt. 14-2]

PART 14—AIRCRAFT PROPELLER AIRWORTHINESS

MISCELLANEOUS AMENDMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

In view of the consolidation of many of the administrative and identification requirements relating to airworthiness in newly revised Part 1 of the Civil Air Regulations, we are amending Part 14 to change the references therein from Part 2 to Part 1.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 14 of the Civil Air Regulations (14 CFR, Part 14, as amended) effective January 15, 1951:

1. By amending §§ 14.2 (b) and 14.2 (c) by deleting the reference therein to "Part 2" and substituting therefor a reference to "Part 1."

2. By amending § 14.7 by deleting the reference therein to "§ 2.36" and substituting therefor a reference to "§ 1.50."

3. By amending § 14.50 by deleting the reference therein to "Part 2" and substituting therefor a reference to "Part 1."

(Sec. 205, 52 Stat. 984 as amended, 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009 as amended; 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11715; Filed, Dec. 14, 1950; 8:54 a. m.]

[Civil Air Regs., Amdt. 15-3]

PART 15—AIRCRAFT EQUIPMENT AIRWORTHINESS

MISCELLANEOUS AMENDMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

In accordance with the program announced with the adoption of enabling amendments to the Civil Air Regulations authorizing the establishment of the T. S. O. system for approval of aircraft appliances, §§ 15.21 and 15.31, providing for the type certification of landing flares and parachutes, are being rescinded from Part 15 of the Civil Air Regulations since it is expected that technical standard orders for such equipment will be adopted by the time this amendment becomes effective.

In addition, §§ 15.40, 15.50, and 15.51, providing for the certification of control and structural units and particularized equipment for aircraft types, are being rescinded from Part 15 of the Civil Air Regulations since these provisions have not proven to be useful to the industry.

Finally, § 15.20 on position lights is being amended to provide a greater degree of clarity and uniformity and to modify certain of the intensity requirements for transport category aircraft to bring such requirements into closer conformity with international standards. The construction of the amended section is such as to provide for ease of deletion when appropriate technical standard orders have been adopted.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 15 of the Civil Air Regulations (14 CFR, Part 15, as amended) effective January 15, 1951:

1. By amending §§ 15.2 and 15.3 by deleting the reference therein to "Part 2" and substituting therefor a reference to "Part 1."

2. By amending § 15.5 by deleting the reference therein to "§ 2.36" and substituting therefor a reference to "§ 1.50."

3. By amending § 15.20 to read as follows:

§ 15.20 *Position lights*—(a) *General.* Position lights as referred to in this section shall mean only the individual light units. For purposes of certification, position lights are classified as those appropriate for single circuit systems and as those appropriate for dual circuit systems. Position lights for single circuit systems shall be certificated in accordance with the provisions of paragraph (b) of this section, and position lights for dual circuit systems shall be certificated in accordance with the provisions of paragraph (c) of this section.

(b) *Position lights—single circuit system.* The position lights for a single circuit system shall be red, green, or white, and they shall comply with the color specifications of § 3.703 of the Civil Air Regulations. The design and identification of these position lights shall be such that they can be installed in an aircraft in accordance with the applicable provisions of §§ 3.700 through 3.702, or §§ 6.632 through 6.634 of the Civil Air Regulations.

(c) *Position lights—dual circuit system.* The position lights for a dual circuit system shall be red, green, or white, and they shall comply with the color specifications of § 4b.635 of the Civil Air Regulations. The design and identification of these position lights shall be such that they can be installed in an aircraft in accordance with the applicable provisions of §§ 4b.632 through 4b.634 of the Civil Air Regulations.

4. By rescinding §§ 15.21, 15.31, 15.40, 15.50, and 15.51.

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 52 Stat. 1007, 1009, as amended, 49 U. S. C. 551, 553)

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11716; Filed, Dec. 14, 1950; 8:54 a. m.]

[Supp. 10]

PART 41—CERTIFICATION AND OPERATION RULES FOR SCHEDULED AIR CARRIER OPERATIONS OUTSIDE THE CONTINENTAL LIMITS OF THE UNITED STATES

PROTECTIVE BREATHING EQUIPMENT

Proposed rules regarding compliance with § 41.24c-2 were published on June 3, 1950 (15 F. R. 3488). Interested persons were afforded an opportunity to submit data, views, or arguments. Consideration has been given to all relevant matter presented. The following rules and policies are hereby adopted:

§ 41.24c-1 *Protective breathing equipment and installation (CAA policies which apply to § 41.24c).* Protective breathing equipment for the flight crew and its installation should comply with §§ 4b.651-1 and 4b.651-2.

§ 41.24c-2 *Requirement of protective breathing equipment in nonpressurized cabin airplanes (CAA rules which apply to § 41.24c (b)).* Protective breathing equipment for the flight crew shall be required in nonpressurized cabin aircraft having built-in carbon dioxide fire extinguisher systems in fuselage compartments (for example, cargo or combustion heater compartments); except that protective breathing equipment will not be required where:

(a) Not more than five pounds of carbon dioxide will be discharged into any one such compartment in accordance with established fire control procedures, or

(b) The carbon dioxide concentration at the flight crew stations has been determined in accordance with § 4b.622-1 and found to be less than 3 percent by volume (corrected to standard sea-level conditions).

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 604, 52 Stat. 1007, 1009, 1010, as amended; 49 U. S. C. 551, 553, 554)

These rules and policies shall become effective January 1, 1951.

[SEAL] LEONARD W. JURDEN, *Acting Administrator of Civil Aeronautics.*

[F. R. Doc. 50-11638; Filed, Dec. 14, 1950; 8:45 a. m.]

[Supp. 7]

PART 42—IRREGULAR AIR CARRIER AND OFF-ROUTE RULES

PROTECTIVE BREATHING EQUIPMENT

Proposed rules regarding compliance with § 42.29-2 were published on June 3, 1950 (15 F. R. 3488). Interested persons were afforded an opportunity to submit data, views, or arguments. Consideration has been given to all relevant matter presented. The following rules and policies are hereby adopted. The section of the regulations being implemented is repeated here to assist the public in understanding how the Administrator's policies and rules apply to it.

§ 42.29 *Protective breathing equipment for the flight crew*—(a) *Pressurized cabin airplanes.* Each flight crew member on flight deck duty shall have easily available at his station protective breathing equipment covering the eyes, nose, and mouth, or the nose and mouth where accessory equipment is provided to protect the eyes, to protect him from the effects of smoke, carbon dioxide, and other harmful gases.

(1) Not less than a 300-liter STPD supply of oxygen for each flight crew member on flight deck duty shall be provided for this purpose.

(b) *Nonpressurized cabin airplanes.* The requirement stated in paragraph (a) of this section shall apply to nonpressurized cabin airplanes, if the Administrator finds that it is possible to obtain a dangerous concentration of smoke, carbon dioxide, or other harmful gases in the flight crew compartments in any attitude of flight which might occur when the aircraft is flown in accordance with either the normal or emergency procedures approved by the Administrator.

§ 42.29-1 *Protective breathing equipment and installation. (CAA policy which applies to § 42.29.)* Protective breathing equipment for the flight crew and its installation should comply with §§ 4b.651-1 and 4b.651-2.

§ 42.29-2 *Requirement of protective breathing equipment in nonpressurized cabin airplanes. (CAA rules which apply to § 42.29 (b).)* Protective breathing equipment for the flight crew shall be required in nonpressurized cabin aircraft having built-in carbon dioxide fire extinguisher systems in fuselage compartments (for example, cargo or combustion heater compartments); except that protective breathing equipment will not be required where:

(a) Not more than five pounds of carbon dioxide will be discharged into any one such compartment in accordance with established fire control procedures, or

(b) The carbon dioxide concentration at the flight crew stations has been determined in accordance with § 4b.484-1 and found to be less than 3 percent by volume (corrected to standard sea-level conditions).

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 604, 52 Stat. 1007, 1009, 1010, as amended; 49 U. S. C. 551, 553, 554)

These policies and rules shall become effective January 1, 1951.

[SEAL] LEONARD W. JURDEN, *Acting Administrator of Civil Aeronautics.*

[F. R. Doc. 50-11640; Filed, Dec. 14, 1950; 8:45 a. m.]

[Civil Air Regs., Amdt. 43-5]

PART 43—GENERAL OPERATION RULES

AIRCRAFT REQUIREMENTS

Adopted by the Civil Aeronautics Board at its office in Washington, D. C., on the 7th day of December 1950.

In view of the consolidation of many of the administrative and identification requirements relating to airworthiness in newly revised Part 1 of the Civil Air Regulations, we are amending Part 43 to delete duplicate provisions.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 43 of the Civil Air Regulations (14 CFR, Part 43, as amended) effective January 15, 1951:

1. By deleting the words "Certification and Identification" from the heading preceding § 43.10 and substituting therefor the word "Requirements."

2. By amending § 43.10 to read as follows:

§ 43.10 *Aircraft requirements.* (a) No aircraft, except foreign aircraft authorized by the Administrator to be flown in the United States, shall be operated unless an appropriate and valid airworthiness certificate or special flight authorization and a registration certificate issued to the owner of the aircraft are carried in the aircraft, and the aircraft is identified in accordance with the requirements of Part 1 of the Civil Air Regulations.

(b) No aircraft, except foreign aircraft authorized by the Administrator to be flown in the United States, shall be operated unless there are available in the aircraft appropriate aircraft operating limitations set forth in a form and manner prescribed by the Administrator, or a current flight manual approved by the Administrator. An aircraft shall be operated only in accordance with its prescribed operating limitations.

(Sec. 205, 52 Stat. 984, as amended. Interprets or applies secs. 601, 603, 52 Stat. 1007, 1009, as amended, 49 U. S. C. 551, 553)

By the Civil Aeronautics Board,

[SEAL] M. C. MULLIGAN, *Secretary.*

[F. R. Doc. 50-11717; Filed, Dec. 14, 1950; 8:54 a. m.]

[Supp. 12]

PART 61—SCHEDULED AIR CARRIER RULES

PROTECTIVE BREATHING EQUIPMENT

Proposed rules regarding compliance with § 61.266-2 was published on June 3, 1950 (15 F. R. 3488). Interested persons were afforded an opportunity to submit data, views, or arguments. Consideration has been given to all relevant matter presented. The following rules and policies are hereby adopted:

§ 61.266-1. *Protective breathing equipment and installation. (CAA policies which apply to § 61.266).* Pro-

tective breathing equipment for the flight crew and its installation should comply with §§ 4b.651–1 and 4b.651–2.

§ 61.266–2 *Requirement of protective breathing equipment in nonpressurized cabin airplanes. (CAA rules which apply to § 61.266 (b)).* Protective breathing equipment for the flight crew shall be required in nonpressurized cabin aircraft having built-in carbon dioxide fire extinguisher systems in fuselage compartments (for example, cargo or combustion heater compartments); except that protective breathing equipment will not be required where:

(a) Not more than five pounds of carbon dioxide will be discharged into any one such compartment in accordance with established fire control procedures, or

(b) The carbon dioxide concentration at the flight crew stations has been determined in accordance with § 4b.484–1 and found to be less than 3 percent by volume (corrected to standard sea-level conditions).

(Sec. 205, 52 Stat. 984, as amended; 49 U. S. C. 425. Interpret or apply secs. 601, 603, 604; 52 Stat. 1007, 1009, 1010, as amended; 49 U. S. C. 551, 553, 554)

These rules and policies shall become effective January 1, 1951.

[SEAL] LEONARD W. JURDEN,
Acting Administrator of Civil Aeronautics.

[F. R. Doc. 50–11639; Filed, Dec. 14, 1950; 8:45 a. m.]

TITLE 15—COMMERCE AND FOREIGN TRADE

Chapter III—Bureau of Foreign and Domestic Commerce, Department of Commerce

Subchapter C—Office of International Trade

[5th Gen. Rev. of Export Regs., Amdt. 31][1]

PART 372—PROVISIONS FOR INDIVIDUAL AND OTHER VALIDATED LICENSES

PART 373—LICENSING POLICIES AND RELATED SPECIAL PROVISIONS

MISCELLANEOUS AMENDMENTS

1. Section 372.3 *How to file an application for export license* is amended in the following particulars:

a. Paragraphs (a) and (b) are redesignated (b) and (c) respectively.

b. A new paragraph (a) is added to read as follows:

(a) *Time of submission.* Specific filing dates are established for certain Positive List commodities. Applications for licenses to export such commodities shall be submitted at such times or during such periods as are announced in Current Export Bulletins. Applications for licenses to export commodities for which no specific filing dates are announced may be submitted at any time.

2. In § 373.11 *Special provisions for ferrous or nonferrous commodities, including ores, concentrates, or unrefined products,* paragraph (e) *Additional provisions* is amended to read as follows:

(e) *Copper, brass, and bronze scrap.* The following provisions shall apply to applications for licenses to export copper scrap, Schedule B No. 641300, and brass and bronze, scrap and old, Schedule B No. 644000, in addition to other applicable requirements:

(1) *Commodity description.* Each application covering copper, brass, and bronze scrap shall include in the commodity description (item 9 (b) of Form IT–419) the code specification of the National Association of Waste Material Dealers (NAWMD) applicable to each commodity.

(2) *Record of shipments.* Applicants for licenses to export copper scrap, brass and bronze, scrap and old, must enter in item 9 (b) of the application, Form IT–419, the license number of all licenses issued to them within the previous 90-day period which cover the same commodity and destination as those shown in the application. In addition, applicants must attach to the application a copy of each ocean bill of lading covering shipments against such licenses, entering on each bill of lading the number of the license against which shipment was made.

In case the applicant has held no validated licenses for the commodity and destination shown in the application within the previous 90-day period, he shall so state in item 9 (b) of Form IT–419.

3. Section 373.15 *Special provisions for sugar* is hereby deleted.

4. In § 373.16 *Special provisions for certain commodities: evidence of availability,* paragraph (b) is amended to read as follows:

(b) *Commodities.* The requirements of this section are applicable to the following Positive List commodities:

Sulfur, crude, crushed, ground, refined, sublimed, and flowers: Schedule B Nos. 571400 and 571500.

Aluminum and manufactures: Schedule B Nos. 630000 through 630998.

Copper and manufactures: Schedule B Nos. 640100 through 643998, except 641300.

Brass and bronze manufactures: Schedule B Nos. 644100 through 647998.

Zinc and manufactures: Schedule B Nos. 657050 through 659998.

Electrical machinery and apparatus: Schedule B Nos. 709310 through 709850.

Tinplate: Schedule B Nos. 604000, 604110, 604150, 604170 and 604200.

All iron and steel products with the processing code STEE.

5. Part 373 *Licensing Policies and Related Special Provisions* is amended by adding at the end thereof a Supplement No. 1 to read as follows:

TIME SCHEDULES FOR SUBMISSION OF APPLICATIONS FOR LICENSES TO EXPORT CERTAIN POSITIVE LIST COMMODITIES

Department of Commerce Schedule B No.	Commodity	Submission dates, first quarter, 1951
	Hides and skins, raw, except furs	
020002	Calf skins, dry	The first 10 days of the current month.
020004	Calf skins, wet (include slunk skins)	
020702	Kip skins, dry	
020704	Kip skins, wet	
	Nonferrous ores, metals, and alloys	
630000–630998	Aluminum and manufactures	Dec. 18, 1950–Jan. 2, 1951, inclusive.
640100, 641200, 642200–643998	Copper and manufactures	
644100–645430, 645700, 647901–647998	Brass and bronze manufactures	
657050–658998	Zinc and manufactures	
641300, 644000	Scrap: copper, brass, and bronze	The first 10 days of the current month.
709810	Building wire and cable	Dec. 18, 1950–Jan. 2, 1951, inclusive.
709830	Weatherproof and slow-burning wire	
709850	Insulated copper wire, n. e. s. (except rubber-covered lamp cord).	

Parts 1, 3, and 5 of this amendment shall become effective as of December 7, 1950; and Parts 2 and 4 thereof as of January 1, 1951.

(Sec. 3, 63 Stat. 7; 50 U. S. C. App. Sup. 2023. E. O. 9630, Sept. 27, 1945, 10 F. R. 12245, 3 CFR, 1945 Supp.; E. O. 9919, Jan. 3, 1948, 13 F. R. 59, 3 CFR, 1948 Supp.)

LORING K. MACY,
Deputy Director, Office of International Trade.

[F. R. Doc. 50–11642; Filed, Dec. 14, 1950; 8:45 a. m.]

[1] This amendment was published in Current Export Bulletin No. 596 dated December 7, 1950.

TITLE 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 5454]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

MARTIN W. PRETORIUS ET AL.

Subpart—*Advertising falsely or misleadingly:* § 3.20 *Comparative data or merits;* § 3.205 *Scientific or other relevant facts.* In connection with the of-

fering for sale, sale, or distribution of respondents' various cosmetic products, devices, drugs, and foods, or any other product or device of substantially similar composition or construction or possessing substantially similar properties, whether sold under the same name or under any other name, and among other things, as in order set forth, disseminating, etc., any advertisements by means of the United States mails, or in commerce, or by any means to induce, etc., directly or indirectly the purchase in commerce, etc., of any of respondents' devices, cosmetics, foods, or drugs, which advertisements represent, directly or by implication (1) that cholesterin is essential in oils and creams applied to the body, to prevent interference with normal evaporation; (2) that cholesterin is necessary to prevent face creams or body oils from interfering with the functioning of the skin; (3) that the inclusion of cholesterin in cosmetic creams increases their cleansing properties; (4) that face creams containing mineral oil are carcinogenic; or, (5) that cosmetic creams containing wax seal the pores of the skin or interfere with evaporation from the skin; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Martin W. Pretorius et al, doing business as Martin W. Pretorius, etc., Docket 5454, October 24, 1950]

Subpart—*Advertising falsely or misleadingly:* § 3.170 *Qualities or properties of product or service;* § 3.205 *Scientific or other relevant facts.* In connection with the offering for sale, sale, or distribution of respondents' various cosmetic products, devices, drugs, and foods, or any other product or device of substantially similar composition or construction or possessing substantially similar properties, whether sold under the same name or under any other name, and among other things, as in order set forth, disseminating, etc., any advertisements concerning respondents' devices by means of the United States mails, or in commerce, or by any means to induce, etc., directly or indirectly, the purchase in commerce, etc., of any of respondents' said devices, which advertisements represent, directly or by implication, (1) that the use of respondents' device designated Pretorius Liquefier will eliminate or safeguard against nutritional deficiencies, or that said device has any value in making minerals or vitamins in raw vegetables more readily available or in extracting or supplying minerals or vitamins not otherwise available; (2) that respondents' device formerly known as New Century Sun Lamp and now known as Pretorius Approved Ultra-Violet Ray Lamp is suitable for use as a sun lamp or to give sun baths, or that its use will provide resistance to disease other than resistance to rickets in children, or that the rays of said lamp have a germicidal effect upon skin infections in excess of affecting germs on the surface of the skin; (3) that the use of respondents' Ultra-Violet Ray Lamp will give increased energy or vigor, assure fine teeth or bone structure, or have any effect on the acidity or alkalinity of the body, soothe nerve ends, or relieve pain; (4) that the Vitamin D supplied by respondents' Ultra-Violet Ray Lamp has any part in the utilization of either iron or iodine; (5) that exposure to the ultraviolet light supplied by respondents' Ultra-Violet Ray Lamp will immunize one against colds, influenza, pneumonia, or tuberculosis, preserve the teeth, prevent excessive bleeding, stabilize the nervous system, prevent nervousness or restlessness, or induce sound sleep; (6) that exposure to the ultraviolet light supplied by respondents' Ultra-Violet Ray Lamp will stimulate glandular functions, avert the effect of advancing years upon the skin, avert skin ailments such as acne, psoriasis, and eczema, or keep the hair or nails healthy; (7) that any dietary benefit will be gained from the use of respondents' Ultra-Violet Ray Lamp, unless limited to conditions where a dietary deficiency in Vitamin D exists; (8) that sufficient amounts of Vitamin D cannot be obtained from foods or that daily sun or violet-ray baths are essential to obtain sufficient amounts; (9) that exposure to the rays of respondents' Ultra-Violet Ray Lamp increases the ability of the body to utilize minerals for the neutralization of the body acids or increases the iodine content of the thyroid gland; (10) that the rays from respondents' Ultra-Violet Ray Lamp will assist the body in the formation of antitoxins, or have any beneficial effect in healing of wounds or burns or in the treatment of asthma, sinusitis, arthritis, obesity of any type, or muscular tone; (11) that respondents' Ultra-Violet Ray Lamp will cure sterility, stimulate peristalsis, stimulate the brain, or assure, in connection with proper nutrition, a velvety skin or one usually free from pimples, acne, or other skin blemishes; (12) that the ultraviolet light from respondents' Ultra-Violet Ray Lamp acts as a skin food or that it will promote the growth of new tissues; (13) that the ultraviolet rays from respondents' Ultra-Violet Ray Lamp are a specific for hay fever or other respiratory ailments; or, (14) that respondents' Ultra-Violet Ray Lamp is of value in the treatment of abscesses, anemia, arthritis, asthma, cancer of the skin, cavities of the teeth, pyorrhea, tuberculosis, and various other ailments and conditions, as specified in the order, or in averting colds or hemorrhages.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Martin W. Pretorius et al. doing business as Martin W. Pretorius, etc., Docket 5454, October 24, 1950]

Subpart—*Advertising falsely or misleadingly:* §3.170 *Qualities or properties of product or service;* § 3.205 *Scientific or other relevant facts.* In connection with the offering for sale, sale, or distribution of respondents' various cosmetic products, devices, drugs, and foods, or any other product or device of substantially similar composition or construction or possessing substantially similar properties, whether sold under the same name or under any other name, and among other things, as in order set forth, disseminating, etc., any advertisements concerning respondents' food and drug products designated Pretorius Alfamint Tea, Alfa-Tabs, formerly known as Pretorius Alfamint Tablets and Alfalfa Tablets, Pretorius Concentrated Alfalfa Tablets, Laminar Tablets, Celery Tablets, Solvettes, Pretorius Nezets, Minrich, Pretorius Concentrated Powdered Vegetables, Pretorius Virvets, and Pretorius Vitoloids, and respondents' laxative preparations Flushettes, X-Pel, and Peri-Lator, by means of the United States mails, or in commerce, or by any means to induce, etc., directly or indirectly, the purchase in commerce, etc., of any of respondents' said food and drug products or said laxative preparations, which advertisements represent, directly or by implication, (1) that the alkalinity of the human body, can be maintained by the selection of alkaline foods, or the use of respondents' mineral preparation, or the two combined; (2) that respondents' mineral preparations have any value in the clearing up of so-called "acid wastes", or in restoring circulation to congested areas; (3) that people in general are exposed to dietary deficiencies in vitamins and minerals due to impoverishment of the soil in vitamins and minerals, resulting in crops impoverished in the same way, improper harvesting of crops, delay in distribution to consumer, and improper methods of processing and cooking, to the extent that the use of vitamin and mineral supplements such as those sold by the respondents is necessary to avert such deficiencies or to assure proper nutrition; (4) that a well-nourished body is immune to illness or premature age; (5) that undernourishment of the tissues is the cause of influenza, coughs, colds, asthma, sinus infections, arthritis, colitis, high blood pressure, heart weakness, fading eyesight, neuritis, constipation, acidosis, rheumatism, or stomach disorders; (6) that glandular deficiencies, indigestion, rheumatism, acidosis, or cold hands and feet are due to lack of vitamins and minerals; (7) that symptoms which do not result from deficiencies in the respective vitamins or minerals result from deficiencies in those vitamins or minerals, or that such deficiencies will be averted by the use of respondents' vitamin or mineral supplements; (8) that any of the following conditions are a result of a lack of minerals in the diet; poor circulation, undernourished condition, cold hands and feet, lack of energy, loss of teeth, cavities in teeth, irregular heart action, excessive bleeding, muscular soreness, nervousness, indigestion, muscular weakness, scaly skin, infections, glandular disturbances, coarseness of hair, mental dullness, a low vitality, pallid complexion, and minor skin disorders; (9) that 90 percent of all people, or any other percentage not based upon fact, are anemic or on the verge of anemia; (10) that Vitoloids will supply all minerals necessary to build rich, energy-producing blood, or be of any value in the treatment of diabetes; (11) that respondents' laxative preparations Flushettes, X-Pel, and Peri-Lator have any therapeutic value in the treatment of lowered resist-

ance, frequent colds, chronic ailments, mental dullness, lassitude, indigestion, poor complexion, or susceptibility to infection; (12) that respondents' laxative preparations have any therapeutic value in the treatment of headaches, biliousness, poor appetite, coated tongue, foul breath, or bloated abdomen, in excess of supplying temporary relief where such conditions are symptomatic of constipation; (13) that respondents' preparation Laminar is of value in averting cavities in the teeth or falling hair; (14) that respondents' preparations Nezets and Virvets, used either singly or in connection with their other recommended procedures, have any therapeutic value in the treatment of abscesses, adenoids, anemia, swollen ankles, inefficient kidneys, weak hearts, pyorrhea, poor digestion, cavities in the teeth, boils, cancer, eye disturbances, gall stones, high blood pressure, prostate disorders, rheumatism, and many other ailments and conditions specified in the order; or that said preparations, used as aforesaid, have any therapeutic value in the treatment of any of the causes or manifestations of such various ailments or conditions; or have any value in the prevention of hemorrhages or ruptures; (15) that the use of respondents' products Alfamint Tea, Concentrated Powdered Vegetables, Flushettes, and X-Pel, either singly or in connection with respondents' other recommended procedures, is of therapeutic value in the treatment of abscesses, adenoids, apoplexy, or numerous other ailments and conditions set out in said order, as hereinabove indicated; or any of the causes or manifestations of said ailments or conditions; or is of any value in the prevention of hemorrhages or ruptures; (16) that aches and pains, lassitude, lack of energy, impaired ability to work, flabby muscles, premature age, dull hair or eyes, or bad complexion is due to impaired circulation caused by accumulation of "acid wastes" in the system; (17) that the following of respondents' 3 Day Pep-Up Plan will stop aches or pains, replace soft, flabby tissue with firm tissue, stimulate the brain, give immunity to colds or influenza, increase vim, vigor and vitality, improve the complexion, improve vision, make the cheeks rosy, make the eyes clearer or brighter, avert colds, cure inflammation, cure headaches, avert the consequences of lack of sleep, or restore kidney functions; or that the use of respondents' products for which the plan calls contributes to these results; (18) that alkaline minerals build greater resistance to disease, help avert cavities in the teeth, regulate the beating of the heart, help prevent excessive bleeding when injured, or regulate the functioning of the glands; (19) that the elasticity of the muscles or proper functioning of the nervous system is dependent upon alkaline minerals; (20) that muscular soreness, indigestion, muscular weakness, scaly skin, anemia, infections, coarseness of the hair, mental dullness, low vitality, or pallid complexion is due to lack of alkaline minerals; (21) that either overweight or underweight is due to lack of minerals; (22) that wastes accumulate in the tissues or interfere with the flow of blood; (23) that sluggish elimination results in the accumulation of "acid wastes"; (24) that respondents' mineral preparations are of value in the treatment of bad breath, coughs, lassitude, headache, or sour stomach, or that said preparations are of value in averting pneumonia or tuberculosis; (25) that deficiencies in copper and manganese are causes of nutritional anemia; (26) that chlorophyll is an essential nutrient substance or that its presence in food is necessary to the formation of hemoglobin in the blood; (27) that iodine or copper or the two combined will correct obesity due to thyroid deficiency; (28) that large amounts of mineral foods are necessary to gain weight; (29) that sluggishness of bowel activity is a cause of skin disorders; (30) that dry skin is caused by constipation or disorders of the stomach, lungs, kindneys, or glands; (31) that oily skin is caused by an accumulation of "acid wastes" in the skin; (32) that enlarged pores, blackheads, or acne is the result of accumulated wastes or will be benefited by artificially induced defecation; (33) that there is such a condition as sluggish liver; (34) that minerals in the diet will render the saliva alkaline and protect against dental cavities; (35) that respondents' food and drug products are of value in averting or relieving menstrual disturbances; (36) that respondents' food and drug products are of value in postponing the menopause; (37) that the use of Alfamint Tea, Flushettes, X-Pel, and Powdered Vegetables will diminish the discomforts of the menopause; (38) that Vitamin D deficiency results in nervousness, overweight, underweight, anemia, or lack of verve and vigor; or (39) that infections are due to poor blood; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Martin W. Pretorius et al. doing business as Martin W. Pretorius, etc., Docket 5454, October 24, 1950]

In the Matter of Martin W. Pretorius and Marie Joyce, Copartners Doing Business in the Name of Martin W. Pretorius and as Pretorius Approved Products

This proceeding having been heard by the Federal Trade Commission upon the amended complaint of the Commission, to which no answer was filed, testimony and other evidence, including a stipulation as to the facts between counsel in support of the complaint and the respondents, introduced before a trial examiner of the Commission theretofore duly designated by it, recommended decision of the trial examiner, with exceptions thereto, and briefs of counsel (oral argument not having been requested); and the Commission having made its findings as to the facts and its conclusion that respondents have violated the Federal Trade Commission Act:

It is ordered, That the respondents, Martin W. Pretorius and Marie Joyce, individuals, trading as Martin W. Pretorius, Pretorius Approved Products, The Pretorius Improve Your Health System, Pretorius System of Better Nutrition, or New Century Food, Inc., or under any other trade name, and their respective representatives, agents, and employees, directly or through any corporate or other device, in connection with the offering for sale, sale, or distribution of their various cosmetic products, devices, drugs, and foods, or any other product or device of substantially similar composition or construction or possessing substantially similar properties, whether sold under the same name or under any other name, do forthwith cease and desist from directly or indirectly:

A. Disseminating or causing to be disseminated any advertisement concerning their cosmetic products, by means of the United States mails or by any other means in commerce as "commerce" is defined in the Federal Trade Commission Act, which advertisement represents, directly or by implication:

1. That cholesterin is essential in oils and creams applied to the body, to prevent interference with normal evaporation.

2. That cholesterin is necessary to prevent face creams or body oils from interfering with the functioning of the skin.

3. That the inclusion of cholesterin in cosmetic creams increases their cleansing properties.

4. That face creams containing mineral oil are carcinogenic.

5. That cosmetic creams containing wax seal the pores of the skin or interfere with evaporation from the skin.

B. Disseminating or causing to be disseminated any advertisement concerning their devices, by means of the United States mails or by any other means in commerce as "commerce" is defined in the Federal Trade Commission Act, which advertisement represents, directly or by implication:

1. That the use of respondents' device designated Pretorius Liquefier will eliminate or safeguard against nutritional deficiencies, or that said device has any value in making minerals or vitamins in raw vegetables more readily available or in extracting or supplying minerals or vitamins not otherwise available.

2. That respondents' device formerly known as New Century Sun Lamp and now known as Pretorius Approved Ultra-Violet Ray Lamp is suitable for use as a sun lamp or to give sun baths, or that its use will provide resistance to disease other than resistance to rickets in children, or that the rays of said lamp have a germicidal effect upon skin infections in excess of affecting germs on the surface of the skin.

3. That the use of respondents' Ultra-Violet Ray Lamp will give increased energy or vigor, assure fine teeth or bone structure, or have any effect on the acidity or alkalinity of the body, soothe nerve ends, or relieve pain.

4. That the Vitamin D supplied by respondents' Ultra-Violet Ray Lamp has any part in the utilization of either iron or iodine.

5. That exposure to the ultraviolet light supplied by respondents' Ultra-Violet Ray Lamp will immunize one against colds, influenza, pneumonia, or tuberculosis, preserve the teeth, prevent excessive bleeding, stabilize the nervous

system, prevent nervousness or restlessness, or induce sound sleep.

6. That exposure to the ultraviolet light supplied by respondent's Ultra-Violet Ray Lamp will stimulate glandular functions, avert the effect of advancing years upon the skin, avert skin ailments such as acne, psoriasis, and eczema, or keep the hair or nails healthy.

7. That any dietary benefit will be gained from the use of respondents' Ultra-Violet Ray Lamp, unless limited to conditions where a dietary deficiency in Vitamin D exists.

8. That sufficient amounts of Vitamin D cannot be obtained from foods or that daily sun or violet-ray baths are essential to obtain sufficient amounts.

9. That exposure to the rays of respondents' Ultra-Violet Ray Lamp increases the ability of the body to utilize minerals for the neutralization of the body acids or increases the iodine content of the thyroid gland.

10. That the rays from respondents' Ultra-Violet Ray Lamp will assist the body in the formation of antitoxins, or have any beneficial effect in healing of wounds or burns or in the treatment of asthma, sinusitis, arthritis, obesity of any type, or muscular tone.

11. That respondents' Ultra-Violet Ray Lamp will cure sterility, stimulate peristalsis, stimulate the brain, or assure, in connection with proper nutrition, a velvety skin or one usually free from pimples, acne, or other skin blemishes.

12. That the ultraviolet light from respondents' Ultra-Violet Ray Lamp acts as a skin food or that it will promote the growth of new tissue.

13. That the ultraviolet rays from respondents' Ultra-Violet Ray Lamp are a specific for hay fever or other respiratory ailments.

14. That respondents' Ultra-Violet Ray Lamp is of value in the treatment of abscesses, acidosis, anemia, arthritis, asthma, boils, bronchitis, cancer of the skin, catarrh, cavities of the teeth, colds, falling hair, heart ailments, hypothyroid, lumbago, nervousness, neuritis, neuralgia, poor appetite, pyorrhea, rheumatism, sciatica, sinus trouble, acne, eczema, psoriasis, tonsillitis, tuberculosis, tumors, or varicose veins, or in averting colds or hemorrhages.

C. Disseminating or causing to be disseminated any advertisements concerning respondents' food and drug products designated Pretorius Alfamint Tea, Alfa-Tabs, formerly known as Pretorius Alfamint Tablets and Alfalfa Tablets, Pretorius Concentrated Alfalfa Tablets, Laminar Tablets, Celery Tablets, Solvettes, Pretorius Nezets, Minrich, Pretorius Concentrated Powdered Vegetables, Pretorius Virvets, and Pretorius Vitoloids, and their laxative preparations Flushettes, X-Pel, and Peri-Lator, by means of the United States mails or by any other means in commerce as "commerce" is defined in the Federal Trade Commission Act, which advertisement represents, directly or by implication:

1. That the alkalinity of the human body can be maintained by the selection of alkaline foods, or the use of respondents' mineral preparations, or the two combined.

2. That respondents' mineral preparations have any value in the clearing up of so-called "acid wastes", or in restoring circulation to congested areas.

3. That people in general are exposed to dietary deficiencies in vitamins and minerals due to impoverishment of the soil in vitamins and minerals, resulting in crops impoverished in the same way, improper harvesting of crops, delay in distribution to consumer, and improper methods of processing and cooking, to the extent that the use of vitamin and mineral supplements such as those sold by the respondents is necessary to avert such deficiencies or to assure proper nutrition.

4. That a well-nourished body is immune to illness or premature age.

5. That undernourishment of the tissues is the cause of influenza, coughs, colds, asthma, sinus infections, arthritis, colitis, high blood pressure, heart weakness, fading eyesight, neuritis, constipation, acidosis, rheumatism, or stomach disorders.

6. That glandular deficiencies, indigestion, rheumatism, acidosis, or cold hands and feet are due to lack of vitamins and minerals.

7. That symptoms which do not result from deficiencies in the respective vitamins or minerals result from deficiencies in those vitamins or minerals, or that such deficiencies will be averted by the use of respondents' vitamin or mineral supplements.

8. That any of the following conditions are a result of a lack of minerals in the diet: poor circulation, undernourished condition, cold hands and feet, lack of energy, loss of teeth, cavities in teeth, irregular heart action, excessive bleeding; muscular soreness, nervousness, indigestion, muscular weakness, scaly skin, infections, glandular disturbances, coarseness of hair, mental dullness, a low vitality, pallid complexion, and minor skin disorders.

9. That 90 percent of all people, or any other percentage not based upon fact, are anemic or on the verge of anemia.

10. That Vitoloids will supply all minerals necessary to build rich, energy-producing blood, or be of any value in the treatment of diabetes.

11. That respondents' laxative preparations Flushettes, X-Pel, and Peri-Lator have any therapeutic value in the treatment of lowered resistance, frequent colds, chronic ailments, mental dullness, lassitude, indigestion, poor complexion, or susceptibility to infection.

12. That respondents' laxative preparations have any therapeutic value in the treatment of headaches, biliousness, poor appetite, coated tongue, foul breath, or bloated abdomen, in excess of supplying temporary relief where such conditions are symptomatic of constipation.

13. That respondents' preparation Laminar is of value in averting cavities in the teeth or falling hair.

14. That respondents' preparations Nezets and Virvets, used either singly or in connection with their other recommended procedures, have any therapeutic value in the treatment of abscesses, acidosis, adenoids, adhesions, anemia, swollen ankles, inefficient kidneys, weak heart, apoplexy, chronic appendicitis, arthritis, asthma, bad breath, local inflammation of the mouth, chronic inflammation of the tissues of the nose, pyorrhea, tonsillitis, poor digestion, constipation, cavities in the teeth, lung ailments, bladder inflammation, bladder stones, boils, Bright's disease, bronchitis, cancer, catarrh, coated tongue, colds, cold hands and feet, colitis, deafness, diabetes, dizziness, hysteria, migraine, inflammation of the middle ear, eye disturbances, uremia, lead poisoning, dropsy, epilepsy, fallen arches, falling hair, fibroid tumors, inflammation of the gall bladder, gallstones, gonorrhea, hay fever, headaches, heart ailments, hemorrhoids, high blood pressure, hyperchlorhydria, hyperthyroid, hypothyroid, indigestion, insomnia, jaundice, kidney stones, lack of energy, leucorrhea, liver disorders, low blood pressure, lumbago, nervousness, neuritis, neuralgia, paralysis, poor appetite, prostate disorders, rheumatism, sciatica, sinus trouble, acne, eczema, psoriasis, tuberculosis, tumors, or varicose veins; or any of the causes or manisfestations of said ailments or conditions; or have any value in the prevention of hemorrhages or ruptures.

15. That the use of respondents' products Alfamint Tea, Concentrated Powdered Vegetables, Flushettes, and X-Pel, either singly or in connection with their other recommended procedures, is of therapeutic value in the treatment of abscesses, acidosis, adenoids, adhesions, anemia, arthritis, apoplexy, asthma, swollen ankles, inefficient kidneys, weak heart, local inflammation in the mouth, chronic inflammation of the tissues of the nose, pyorrhea, tonsilities, poor digestion, cavities in the teeth, lung diseases, bladder inflammation, bladder stones, boils, Bright's disease, bronchitis, cancer not of the digestive tract, catarrh, colds, cold hands and feet, deafness, diabetes, dizziness, hysteria, migraine, inflammation of the middle ear, eye disturbances, uremia, lead poisoning, dropsy, epilepsy, fallen arches, falling hair, fibroid tumors, inflammation of the gall bladder, gallstones, gonorrhea, hay fever, heart ailments, hemorrhoids, high blood pressure, hyperchlorhydria, hyperthyroid, hypothyroid, indigestion, insomnia, jaundice, kidney stones, lack of energy, leucorrhea, liver disorders, locomotor ataxia, low blood pressure, lumbago, nervousness, neuritis, neuralgia, paralysis, prostate disorders, rheumatism, sciatica, sinus, trouble, acne, eczema, psoriasis, tuberculosis, tumors, or varicose veins; or any of the causes or manfestations of said ailments or conditions; or is of any value in the prevention of hemorrhages or ruptures.

16. That aches or pains, lassitude, lack of energy, impaired ability to work, flabby muscles, premature age, dull hair or eyes, or bad complexion is due to impaired circulation caused by the accumulation of "acid wastes" in the system.

17. That the following of respondents' 3 Day Pep-Up Plan will stop aches or pains, replace soft, flabby tissue with firm tissue, stimulate the brain, give immunity to colds or influenza, increase vim, vigor and vitality, improve the complexion, improve vision, make the cheeks

rosy, make the eyes clearer or brighter, avert colds, cure inflammation, cure headaches, avert the consequences of lack of sleep, or restore kidney functions; or that the use of their products for which the plan calls contributes to these results.

18. That alkaline minerals build greater resistance to disease, help avert cavities in the teeth, regulate the beating of the heart, help prevent excessive bleeding when injured, or regulate the functioning of the glands.

19. That the elasticity of the muscles or proper functioning of the nervous system is dependent upon alkaline minerals.

20. That muscular soreness, indigestion, muscular weakness, scaly skin, anemia, infections, coarseness of the hair, mental dullness, low vitality, or pallid complexion is due to lack of alkaline minerals.

21. That either overweight or underweight is due to lack of minerals.

22. That wastes accumulate in the tissues or interfere with the flow of blood.

23. That sluggish elimination results in the accumulation of "acid wastes".

24. That respondents' mineral preparations are of value in the treatment of bad breath, coughs, lassitude, headache, or sour stomach, or that said preparations are of value in averting pneumonia or tuberculosis.

25. That deficiencies in copper and manganese are causes of nutritional anemia.

26. That chlorophyll is an essential nutrient substance or that its presence in food is necessary to the formation of hemoglobin in the blood.

27. That iodine or copper or the two combined will correct obesity due to thyroid deficiency.

28. That large amounts of mineral foods are necessary to gain weight.

29. That sluggishness of bowel activity is a cause of skin disorders.

30. That dry skin is caused by constipation or disorders of the stomach, lungs, kidneys, or glands.

31. That oily skin is caused by an accumulation of "acid wastes" in the skin.

32. That enlarged pores, blackheads, or acne is the result of accumulated wastes or will be benefited by artificially induced defecation.

33. That there is such a condition as sluggish liver.

34. That minerals in the diet will render the saliva alkaline and protect against dental cavities.

35. That respondents' food and drug products are of value in averting or relieving menstrual disturbances.

36. That respondents' food and drug products are of value in postponing the menopause.

37. That the use of Alfamint Tea, Flushettes, X-Pel, and Powdered Vegetables will diminish the discomforts of the menopause.

38. That Vitamin D deficiency results in nervousness, overweight, underweight, anemia, or lack of verve and vigor.

39. That infections are due to poor blood.

D. Disseminating or causing to be disseminated any advertisement, by any means, for the purpose of inducing, or which is likely to induce, directly or indirectly, the purchase in commerce, as "commerce" is defined in the Federal Trade Commission Act, of any of respondents' devices, cosmetics, foods, or drugs, which advertisement contains any of the representations prohibited in Paragraphs A, B, and C hereof.

It is further ordered, That the respondents shall, within sixty (60) days after service upon them of this order, file with the Commission a report, in writing, setting forth in detail the manner and form in which they have complied with this order.

Issued: October 24, 1950.

By the Commission.

[SEAL] D. C. DANIEL, *Secretary.*

[F. R. Doc. 50-11656; Filed, Dec. 14, 1950; 8:47 a. m.]

[Docket 5495]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

REID H. RAY FILM INDUSTRIES, INC.

Subpart—*Dealing on exclusive and tying basis:* § 3.670 *Dealing on exclusive and tying basis.* In connection with the sale, leasing, or distribution of commercial or advertising films in commerce, and on the part of respondent Reid H. Ray Film Industries, Inc. (designated in the complaint as Ray-Bell Films, Inc.), entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of the order; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, Reid H. Ray Film Industries, Inc., Docket 5495, October 17, 1950]

In the Matter of Reid H. Ray Film Industries, Inc., a Corporation (Designated in the Complaint as Ray-Bell Films, Inc.)

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission, the answer of the respondent, testimony and other evidence taken before a trial examiner of the Commission theretofore duly designated by it, and the recommended decision of the trial examiner (all other intervening procedure, including the filing of briefs and presentation before the Commission of oral argument having been waived); and the Commission, having made its findings as to the facts and its conclusion that the respondent has violated the provisions of the Federal Trade Commission Act:

It is ordered, That the respondent, Reid H. Ray Film Industries, Inc., a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the sale, leasing or distribution of commercial or advertising films in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

Entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of this order.

It is further ordered, That the respondent shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: October 17, 1950.

By the Commission, Commissioner Mason dissenting.

[SEAL] WM. P. GLENDENING, Jr., *Acting Secretary.*

[F. R. Doc. 50-11659; Filed, Dec. 14, 1950; 8:48 a. m.]

[Docket 5496]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

ALEXANDER FILM CO.

Subpart—*Dealing on exclusive and tying basis:* § 3.670 *Dealing on exclusive and tying basis.* In connection with the sale, leasing, or distribution of commercial or advertising films in commerce, entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of the order; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46, Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45). [Cease and desist order, Alexander Film Company, Docket 5496, October 17, 1950]

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission, the answer of the respondent, testimony and other evidence taken before a trial examiner of the Commission theretofore duly designated by it, and the recommended decision of the trial examiner (all other intervening procedure, including the filing of briefs and presentation before the Commission of oral argument having been waived); and the Commission, having made its findings as to the facts and its conclusion that the respondent has violated the provisions of the Federal Trade Commission Act:

It is ordered, That the respondent, Alexander Film Company, a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the sale, leasing or distribution of commercial or advertising films in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

Entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of this order.

It is further ordered, That the respondent shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: October 17, 1950.

By the Commission, Commissioner Mason dissenting.

[SEAL] WM. P. GLENDENING, Jr.,
Acting Secretary.

[F. R. Doc. 50-11658; Filed, Dec. 14, 1950; 8:48 a. m.]

[Docket 5497]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

UNITED FILM SERVICE, INC.

Subpart—*Dealing on exclusive and tying basis:* § 3.670 *Dealing on exclusive and tying basis.* In connection with the sale, leasing, or distribution of commercial or advertising films in commerce, and on the part of respondent United Film Service, Inc. (erroneously named in the complaint as United Film Ad Service, Inc.), entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of the order; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended; 15 U. S. C. 45) [Cease and desist order, United Film Service, Inc., Docket 5497, October 17, 1950]

In the Matter of United Film Service, Inc., a Corporation (Erroneously Named in the Complaint as United Film Ad Service, Inc.)

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission, the answer of the respondent, testimony and other evidence taken before a trial examiner of the Commission theretofore duly designated by it, and the recommended decision of the trial examiner (all other intervening procedure, including the filing of briefs and presentation before the Commission of oral argument having been waived); and the Commission, having made its findings as to the facts and its conclusion that the respondent has violated the provisions of the Federal Trade Commission Act:

It is ordered, That the respondent, United Film Service, Inc., a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the sale, leasing or distribution of commercial or advertising films in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

Entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of this order.

It is further ordered, That the respondent shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing setting forth in detail the manner and form in which it has complied with this order.

Issued: October 17, 1950.

By the Commission, Commissioner Mason dissenting.

[SEAL] WM. P. GLENDENING, JR.,
Acting Secretary.

[F. R. Doc. 50-11660; Filed, Dec. 14, 1950; 8:48 a. m.]

[Docket 5498]

PART 3—DIGEST OF CEASE AND DESIST ORDERS

MOTION PICTURE ADVERTISING SERVICE CO., INC.

Subpart—*Dealing on exclusive and tying basis:* § 3.670 *Dealing on exclusive and tying basis.* In connection with the sale, leasing, or distribution of commercial or advertising films in commerce, entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of the order; prohibited.

(Sec. 6, 38 Stat. 722; 15 U. S. C. 46. Interprets or applies sec. 5, 38 Stat. 719, as amended, 15 U. S. C. 45) [Cease and desist order, Motion Picture Advertising Service Company, Inc., Docket 5498, October 17, 1950]

This proceeding having been heard by the Federal Trade Commission upon the complaint of the Commission, the answer of the respondent, testimony and other evidence taken before a trial examiner of the Commission theretofore duly designated by it, and the recommended decision of the trial examiner (all other intervening procedure, including the filing of briefs and presentation before the Commission of oral argument having been waived); and the Commission, having made its findings as to the facts and its conclusion that the respondent has violated the provisions of the Federal Trade Commission Act:

It is ordered, That the respondent, Motion Picture Advertising Service Company, Inc., a corporation, and its officers, representatives, agents and employees, directly or through any corporate or other device, in connection with the sale, leasing or distribution of commercial or advertising films in commerce, as "commerce" is defined in the Federal Trade Commission Act, do forthwith cease and desist from:

Entering into contracts with motion picture exhibitors for the exclusive privilege of exhibiting commercial or advertising films in theaters owned, controlled or operated by such exhibitors when the term of such contracts extends for a period in excess of one year, or continuing in operation or effect any exclusive screening provision in existing contracts when the unexpired term of such provision extends for a period of more than a year from the date of the service of this order.

It is further ordered, That the respondent shall, within sixty (60) days after service upon it of this order, file with the Commission a report in writing, setting forth in detail the manner and form in which it has complied with this order.

Issued: October 17, 1950.

By the Commission, Commissioner Mason dissenting.

[SEAL] WM. P. GLENDENING, Jr.,
Acting Secretary.

[F. R. Doc. 50-11657; Filed, Dec. 14, 1950; 8:47 a. m.]

TITLE 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

Subchapter E—Credit to Indians

PART 23—REVOLVING CATTLE POOL

On August 5, 1950, there was published in the daily issue of the FEDERAL REGISTER notice of intention to amend §§ 23.2 to 23.20, inclusive, of the regulations approved by the Secretary of the Interior on June 13, 1947, and amended April 27, 1948, which were promulgated under authority contained in 5 U. S. C. 22 and to add new paragraphs (h) and (i) to § 23.1. Interested persons were given

opportunity to participate in preparing the proposed amendments by submitting their views and data or arguments in writing to Dillon S. Myer, Commissioner of Indian Affairs, Washington 25, D. C., within 30 days from the date of publication of the notice of intention in the daily issue of the FEDERAL REGISTER. The views and data or arguments submitted by interested persons having been duly considered, and the 30-day period for submittal thereof having expired, §§ 23.2 to 23.20, inclusive, of said regulations are amended, and new paragraphs (h) and (i) of § 23.1 are promulgated, to read as hereinafter indicated.

Sec.
23.1 Definitions.
23.2 Purpose of part.
23.3 Eligible borrowers.
23.4 Application.
23.5 Purpose of loans.
23.6 Approval of loans.
23.7 Modifications.
23.8 Interest.
23.9 Records and reports.
23.10 Maturity.
23.11 Security.
23.12 Title.
23.13 Branding.
23.14 Penalties on default.
23.15 Assignment.
23.16 Sales and Exchanges.
23.17 Repayments.
23.18 Cash settlements.
23.19 Deposit of funds.
23.20 Relending by corporations and tribes.

AUTHORITY: §§ 23.1 to 23.20, issued under R. S. 161; 5 U. S. C. 22. Interpret or apply Pub. Law 525, 81st Cong.

§ 23.1 *Definitions.* Wherever used in the regulations in this part, the terms defined in this section shall have the meaning herein stated.

(a) "Secretary" means Secretary of the Interior.

(b) "Commissioner" means Commissioner of Indian Affairs.

(c) "Corporation" means an Indian corporation chartered under section 17 of the act of June 18, 1934 (48 Stat. 983; 25 U. S. C. 477).

(d) "Tribe" means an unincorporated Indian tribe or band. A tribe shall be deemed to include any band, pueblo, or group of Indians residing on one reservation having a form of organization recognized by the Commissioner.

(e) "Loans" mean both loans of cattle repayable in kind and assignments of cattle under agreements requiring maintenance of the number and other operating conditions.

(f) "Corporate enterprise" means a business operated by a corporation.

(g) "Tribal enterprise" means a business operated by a tribe.

(h) "Area Director" means the officer in charge of the area office of the Indian Service, or his successor in office, under which the borrower is placed for administrative purposes. The authority of the Area Director under the regulations in this part may be delegated by him in writing to his subordinates in the area office.

(i) "Superintendent" means the Superintendent of the Indian Agency under which the borrower is operating.

§ 23.2 *Purpose of Part.* The purpose of the regulations in this part is to prescribe the terms and conditions of loans of cattle by the United States to corporations and tribes, and loans of cattle by a corporation or tribe to its members. All loans shall be for the purpose of promoting the economic development of the borrower. Sections 23.3 to 23.19, inclusive, shall govern loans of cattle by the United States. Loans of cattle by corporations and tribes originating in loans of cattle to such organizations by the United States, or purchased with cash loans or advances of tribal industrial assistance funds under the regulations in Part 21, of this chapter, shall be governed by the provisions of § 23.20.

§ 23.3 *Eligible borrowers.* Loans of cattle may be made only to corporations and tribes.

§ 23.4 *Application.* The application shall be submitted on a form approved by the Commissioner, and shall indicate the period of the loan, the interest, if any, to be paid, the security offered, and the procedures to be followed in handling and repaying the loan.

§ 23.5 *Purpose of loans.* Cattle loaned to corporations and tribes may be used in the operation of corporate or tribal enterprises and to make loans to individual members, in order to promote the economic development of the group or individual.

§ 23.6 *Approval of loans.* All loans of cattle shall require the approval of the Commissioner. Loan agreements must be executed on a form approved by the Commissioner. Applications may be approved either as submitted, or by issuance of commitment orders covering the terms and conditions of making the loans. Commitment orders shall be unconditionally accepted by borrowers.

§ 23.7 *Modifications.* Modifications of loan agreements shall be handled through the same channels as the original agreements.

§ 23.8 *Interest.* Interest may be charged on loans of cattle by the United States at a rate as nearly equivalent as possible to one head for each ten head loaned for a period not exceeding twenty-five years.

§ 23.9 *Records and reports.* Corporations and tribes shall keep separate records and accounts of their cattle loans, and make reports as directed by the Commissioner.

§ 23.10 *Maturity.* The period of maturity of loans of cattle shall be determined according to the circumstances, except that twenty-five years shall be the maximum.

§ 23.11 *Security.* Corporations and tribes shall furnish security, if available, up to an amount adequate to protect the loan. Loans may be secured by the assignment of notes, chattel mortgages, income, liens (except on trust or restricted land), and such other securities as the Commissioner may require.

§ 23.12 *Title.* Title to all cattle loaned to corporations and tribes, the increase therefrom, cattle received in repayment of loans made by the corporations and tribes, and any "lieu" cattle to replace animals loaned, shall be in the United States in trust for the corporation or tribe until the cattle are loaned to individual members under the provisions of § 23.20.

§ 23.13 *Branding.* All cattle loaned by the United States for use in corporate or tribal enterprises shall be branded or marked "ID" and with the brand or mark of the enterprise. All cattle loaned by the United States for relending under the provisions of § 23.20 shall not be branded or marked "ID".

§ 23.14 *Penalties on default.* Unless otherwise provided in the loan agreement, failure of a corporation or tribe to conform to the terms of its loan agreement will be deemed grounds for any one or all of the following steps to be taken by the Commissioner:

(a) Take possession of any or all collateral given as security.

(b) Prosecute legal action against the corporation or tribe or against officers of the corporation or tribe.

(c) Declare the loan immediately due and payable.

(d) Prevent further loans of cattle under the control of the corporation or tribe, repossess any cattle which have not been reloaned, and require that repayments on loans made by the corporation or tribe be applied to liquidate its indebtedness to the United States.

(e) In the case of corporate and tribal enterprises, liquidate or operate, or arrange for the operation of the enterprise until its indebtedness is paid, or until the Commissioner has received acceptable assurance of its repayment and of compliance with the loan agreement.

§ 23.15 *Assignment.* A corporation or tribe may not assign its loan agreement or any interest therein to a third party without the written consent of the Commissioner.

§ 23.16 *Sales and exchanges.* Superintendents may grant corporations and tribes permission to sell or exchange cattle for which repayment has not been made, provided the interest of the United States in the loan will not be jeopardized.

§ 23.17 *Repayments.* Repayments of cattle to the United States shall be made to a bonded Government disbursing agent or his authorized representative, who shall issue receipts for all such payments. With the prior approval of Commissioner, cattle repaid to the United States may be sold under applicable authority governing the sale of Government-owned property.

§ 23.18 *Cash settlements.* When authorized by the Commissioner, corporations, tribes, cooperative associations, and individual Indians indebted to the United States for loans of cattle, may settle obligations in cash in lieu of cattle, and any obligation payable in cattle which is not yet due may be converted to a cash obligation. The value of the livestock for the purpose of any such cash settlement or conversion shall be based on prevailing market prices in the area and shall be ascertained by a committee composed of three members, one

of whom shall be selected by the superintendent, one of whom shall be selected by the chairman of the tribal council, and one of whom shall be selected by the other two members.

§ 23.19 *Deposit of funds.* The proceeds of the sales of cattle repaid to the United States, and of cash accepted in lieu of cattle, shall be deposited in the United States Treasury to the credit of the revolving fund established pursuant to the acts of June 18, 1934 (48 Stat. 986), and June 26, 1936 (49 Stat. 1967), as amended and supplemented, in accordance with instructions of the Commissioner.

§ 23.20 *Relending by corporations and tribes.* Corporations and tribes receiving either loans of cattle from the United States, or cash loans from the revolving credit fund and advances of tribal industrial assistance funds under the regulations in Part 21, of this chapter, for the purchase of cattle for relending to members, may make loans of cattle as follows:

(a) *Purpose.* All loans shall be to promote the economic development of the borrower.

(b) *Eligibility.* Loans may be made to individual members of the corporation or tribe of one-quarter or more degree of Indian blood, except that individuals need not be of at least one-quarter degree of Indian blood in order to receive loans of cattle purchased with tribal industrial assistance funds.

(c) *Application.* The application shall be on a form approved by the Commissioner.

(d) *Approval.* All loans shall require approval of the Area Director, unless the Commissioner authorizes the Superintendent, the corporation, or the tribe to approve loans up to a specified number of cattle. Loan agreements must be executed on a form approved by the Commissioner. Applications shall be approved as submitted, or by the issuance of a commitment order covering the terms and conditions of making the loan. Commitment orders shall be unconditionally accepted by borrowers.

(e) *Modifications.* Modifications of loan agreements shall be handled through the same channels as the original loan agreement.

(f) *Interest.* Interest may be charged at a rate as nearly equivalent as possible to one head for each ten head loaned for a period not exceeding eight years.

(g) *Maturity.* Ten years shall be the maximum on loans of cattle.

(h) *Security.* Borrowers shall mortgage all cattle borrowed from a corporation or tribe to the lender as security for any unpaid indebtedness, unless the Area Director determines that the repayment of such indebtedness is otherwise reasonably assured. Mortgages shall be filed in accordance with State law. Borrowers shall furnish other security, if available, up to an amount adequate to protect the loan. Liens on trust or restricted land may be taken as security.

(i) *Title.* Title to all cattle loaned shall be in the name of the borrower.

(j) *Branding.* All cattle loaned, the increase therefrom, and any "lieu" cattle replacing animals loaned shall be branded or marked with the brand or mark of the borrower.

(k) *Penalties on default.* Unless the loan agreement otherwise provides, failure on the part of a borrower to conform to the terms of the loan agreement will be deemed grounds for any one or all of the following steps to be taken at the option of the lender: (1) Take possession of any or all collateral given as security, and, in accordance with State law, the cattle loaned, increase therefrom and any "lieu" cattle replacing animals loaned.

(2) Prosecute legal action against the borrower.

(3) Declare the loan immediately due and payable.

(l) *Assignment.* A borrower may not assign a loan agreement or any interest therein to a third party without the consent of the lender.

(m) *Sales and exchanges.* The lender, with the approval of Superintendent, may grant borrowers permission to sell or exchange cattle for which repayment has not been made, provided the interests of the lender in the loan will not be jeopardized. Partial releases in connection with such transactions shall be filed in accordance with State law.

(n) *Repayments.* Repayments shall be made to an authorized representative of the lender, who shall issue receipts for all repayments. With the approval of the Superintendent, lenders may accept from borrowers, their heirs, successors, or assigns, cash in lieu of cattle. Cash repayments shall be used for the purchase of suitable replacements by the corporation or tribe, unless otherwise authorized by the Area Director.

(o) *Number loaned.* Indian boys and girls enrolled in 4-H Club work may receive loans of from one to ten head of cattle for use in connection with their club projects. Other borrowers may receive loans of not less than ten head nor more than fifty head of beef cattle. Dairy cattle may be loaned in units of less than ten head.

(p) *Preference.* Unless otherwise specifically authorized and justified in writing by the Area Director, preference shall be given to applicants in the following order:

(1) *Beef cattle.* First preference shall be given to applicants who have less than fifty head of cattle of breeding age, and who are equipped to handle up to fifty head. Second preference shall be given to applicants without cattle who have not previously participated in the program, but who are equipped to handle a cattle enterprise. Third preference shall be given to applicants who have fifty head or more cattle of breeding age, but less than one hundred head, but this group shall not receive loans until all applicants having less than fifty head of cattle of breeding age and who are equipped to handle this size unit, have received loans.

(2) *Dairy cattle.* Applicants for cattle to supply milk for home consumption shall receive preference over applicants for cattle to undertake commercial dairy operations.

(q) *Restrictions.* Loans to applicants owning one hundred or more head of beef cattle of breeding age shall not be approved without the consent of the Commissioner. Not more than fifteen head of dairy cattle of breeding age may be loaned to any one individual without the consent of the Commissioner.

Dated: December 8, 1950.

OSCAR L. CHAPMAN,
Secretary of the Interior.

[F. R. Doc. 50-11551; Filed, Dec. 13, 1950; 8:48 a. m.]

Appendix—Extension of the Trust or Restricted Status of Certain Indian Lands

EXTENSION OF TRUST PERIODS ON INDIAN LANDS EXPIRING DURING THE CALENDAR YEAR 1951

CROSS REFERENCE: For extension of trust periods on Indian lands expiring during the calendar year 1951, see Executive Order 10191, under Title 3, *supra*.

TITLE 26—INTERNAL REVENUE

Chapter I—Bureau of Internal Revenue, Department of the Treasury

Subchapter C—Miscellaneous Excise Taxes

[T. D. 5821]

PART 173—DISPOSITION OF SUBSTANCES USED IN THE MANUFACTURE OF DISTILLED SPIRITS

MISCELLANEOUS AMENDMENTS

1. Section 173.3 (b) of Regulations 17 (26 CFR Part 173), approved July 11, 1945, relating to the disposition of substances used in the manufacture of distilled spirits is hereby amended to read as follows:

§ 173.3 *Definitions.* * * *

(b) "Substance" shall mean and include, but not by way of limitation, any of the following which are used in the manufacture of distilled spirits: Any grade or type of sugar, sirup, or molasses derived from sugar cane, sugar beets, corn, sorghum, or any other source; starch; potatoes; grain or corn meal, corn chops, cracked corn, rye chops, middlings, shorts, bran, or any other grain derivative; malt; malt sugar, or malt sirup; oak chips, charred or not charred; charred kegs or barrels; yeast; cider; honey; fruits; grapes; berries; fruit, grape, or berry juices or concentrates; wine; caramel; burnt sugar; gin flavor; Chinese bean cake or Chinese wine cake; urea; ammonium phosphate, ammonium carbonate, ammonium sulphate, or any other yeast food; or any other fermentable material of the character used in the manufacture of distilled spirits, or any chemical or other material suitable for promoting or accelerating fermentation; or any combination of such materials or chemicals.

* * * * * * *

(53 Stat. 375; 26 U. S. C. 3176. Interpret or apply 53 Stat. 308, 373; 26 U. S. C. 2811, 3170)

2. Section 173.5 of Regulations 17 (26 CFR Part 173), approved July 11, 1945, relating to disposition of substances used in the manufacture of distilled spirits is hereby amended to read as follows:

§ 173.5 *Records to be maintained.* Every person in the United States who disposes of any substance, as defined in § 173.3 (b), and who has been required to render returns under the provisions of § 173.4 (a), shall keep at his place of business such books, records, documents, papers, invoices, bills of lading, etc., relating to or connected with any such disposition, as will enable such person to make the return provided for by § 173.4 (a). Such books, records, documents, papers, invoices, bills of lading, etc., shall be kept readily available for, and open to, inspection by any officer or employee of the Alcohol Tax Unit of the Bureau of Internal Revenue during the hours of business of such person.

(53 Stat. 375; 26 U. S. C. 3176. Interpret or apply 53 Stat. 308, 373; 26 U. S. C. 2811, 3170)

3. The purposes of these amendments are as follows:

(a) To include in the definition of "Substances" the words "charred kegs and barrels," in order that returns may be required from distributors of such containers.

(b) To eliminate language originally included which specified minimum quantities of raw materials on which records were to be maintained by distributors. The quantities to be recorded are now designated by the "demand letters" and no records are required of persons not under demand to make returns.

4. This Treasury decision shall be effective on the 31st day after the date of its publication in the FEDERAL REGISTER.

[SEAL] GEO. J. SCHOENEMAN,
Commissioner of Internal Revenue.

Approved: December 12, 1950.

THOMAS J. LYNCH,
Acting Secretary of the Treasury.

[F. R. Doc. 50-11662; Filed, Dec. 14, 1950; 8:45 a. m.]

PROPOSED RULE MAKING

DEPARTMENT OF AGRICULTURE

Production and Marketing Administration

[P. & S. Docket No. 298]

ST. JOSEPH STOCK YARDS CO.

PETITION FOR MODIFICATION

Pursuant to the provisions of the Packers and Stockyards Act, 1921, as amended (7 U. S. C. 181 et seq.), an order was issued on February 16, 1950 (9 A. D. 206), continuing in effect, until April 7, 1952, an authorization to assess the rates currently in effect at the stockyard and set out in Tariff No. 16.

By a petition filed on December 4, 1950, respondent has requested authority to file a new Tariff No. 17, copy of which is attached to and made a part of the petition, and put into effect certain new rates, which appear under the heading "Proposed Rate" below:

YARDAGE CHARGES

	Present rate	Proposed rate
	Per head	*Per head*
Bulls:		
Salable receipts	$0.67	$1.10
Direct to packers	.34	.55
Resales in commission division	.67	1.10
Cattle and calves over 400 pounds:		
Salable receipts	.67	.75
Direct to packers	.34	.38
Resales in commission division	.67	.75
Resales in dealer division—on market	.20	.28
Resales in dealer division—off market	.07	.11
Cattle and calves 400 pounds or under:		
Salable receipts	.44	.48
Direct to packers	.22	.24
Resales in commission division	.44	.48
Resales in dealer division—on market	.12	.16
Resales in dealer division—off market	.04	.06
Hogs:		
Salable receipts	.22	.25
Direct to packers	.11	.13
Resales in commission division	.22	.25
Resales in dealer division—on market	.07	.10
Resales in dealer division—off market	.02	.03
Sheep:		
Salable receipts	.15	.16
Resales in commission division	.15	.16
Resales in dealer division—on market	.05	.06
Resales in dealer division—off market	.02	.03
Horses and mules:		
Salable receipts	.67	.75

Through shipments.—On through shipments of livestock, or shipments stopped for immunization, vaccinating, testing or dipping and not sold on the market, the following new charges are proposed:

	Proposed rate
Shipments received and reshipped by rail.	No yardage charge.
Shipments received other than by rail and reshipped by rail.	$4 per car.[1]
Shipments received by rail and reshipped by other than rail.	$4 per car.[1]
Shipments received and reshipped by other than rail.	$4 per car.[1]

[1] Under this item, 25 cattle, or 70 calves, or 70 hogs, or 125 sheep constitute a car.

DRIVING LIVESTOCK TO RAILROAD CHUTES

	Present rate	Proposed rate
Cattle	$2 per car	$2.20 per car.
Calves	$1 per deck	$1.10 per deck.
Hogs	$1 per deck	$1.10 per deck.
Sheep or goats	$1 per deck	$1.10 per deck.

MARGINS ON SALES OF FEED AND BEDDING

Hay—prairie	$0.65 per cwt.	$0.70 per cwt.
Hay—alfalfa	$0.65 per cwt.	$0.70 per cwt.
Corn	$0.55 per bu.	$0.60 per bu.
Oats	$0.25 per bu.	$0.35 per bu.
Mill feed	$0.80 per cwt.	$0.85 per cwt.
Bedding (straw)	$0.40 per bale	$0.45 per bale.

HOG IMMUNIZATION PLANT

Use of facilities for vaccinating hogs.	$0.10 per head	$0.11 per head.

CLEANING AND DISINFECTING

Single pens	$2.50	$3.25.
Double pens	$4.00	$4.50.
Chutes	$2.50	$3.25.
Alleys (same ratio as pens).	$0.37 per 100 sq. ft.	$0.50 per 100 sq. ft.
Wagons and small trucks.	$0.75 each	$1.50 each.
Trucks (2 tons and over).	$1 each	$2 each.

BEDDED AND SHELTER PENS

The proposed charges under this item are as follows: Bedded pens for hogs, 2¢ per hog per night.

Shelter pens for cattle, 15¢ per head each 24 hours; for calves 8¢ per head each 24 hours; $3.00 minimum each pen.

SPECIAL SERVICES

	Present rate	Proposed rate
Special services for weighing shipments on through billing passing through market (not offered for sale).	$2 per car	$2.20 per car.

FEED LOTS AND SHEDS

Sheep feeding	$0.05 per head	$0.10 per head.
Hog feeding	$0.10 per head	$0.15 per head.
Cattle feeding, where land only is furnished.	$0.30 per head	$0.50 per head.
Cattle feeding, where sheds, etc., are furnished.	$0.60 per head	$1 per head.

If authorized, the proposed rates will produce additional revenue for respondent and increase the cost of marketing. It appears, therefore, that this notice of the filing of the petition should be given to the public.

All interested parties who desire to be heard in the matter shall notify the Hearing Clerk, United States Department of Agriculture, Washington 25, D. C., within the 15 day period following the publication of this notice.

Done at Washington, D. C., this 12th day of December 1950.

[SEAL] KATHERINE L. MASON,
Hearing Clerk.

[F. R. Doc. 50-11652; Filed, Dec. 14, 1950; 8:47 a. m.]

[7 CFR, Part 35]

U. S. STANDARDS FOR GRADES OF MILK FOR USE IN MANUFACTURE OF DAIRY PRODUCTS

EXTENSION OF TIME

Notice is hereby given of the further extension[1] until June 30, 1951, of the period of time within which written data, views, and arguments should be submitted by interested parties for consideration prior to the issuance of United States Standards for Grades of Milk for Use in the Manufacture of Dairy Products.

The proposed standards are set forth in the notice (F. R. Doc. 50-7204; 15 F. R. 5475) which was published in the FEDERAL REGISTER on August 17, 1950.

[1] Previous extensions were until October 31, 1950 (15 F. R. 6047), and November 30, 1950 (15 F. R. 7139), respectively.

Done at Washington, D. C., this 11th day of December 1950.

[SEAL] EARL R. GLOVER,
Acting Assistant Administrator, Production and Marketing Administration.

[F. R. Doc. 50-11722; Filed, Dec. 14, 1950; 8:55 a. m.]

CIVIL AERONAUTICS BOARD

[14 CFR, Part 3]

WEIGHT LIMITATION

NOTICE OF PROPOSED RULE MAKING

Notice is hereby given that the Civil Aeronautics Board has under consideration an amendment to Part 3 of the Civil Air Regulations as hereinafter set forth.

Interested persons may participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should be submitted in duplicate to the Civil Aeronautics Board, attention Bureau of Safety Regulation, Washington 25, D. C. All communications received by January 15, 1951, will be considered by the Board before taking further action on the proposed rule. Copies of such communications will be available after January 18, 1951, for examination by interested persons at the Docket Section of the Board, Room 5412, Commerce Building, Washington, D. C.

Our experience indicates that the economics of the aircraft industry has in the past compelled the use of aircraft in the higher weight brackets in air carrier operation, whether or not originally designed therefor. We are inclined to believe that this compulsion will continue for an indefinite period in the future. It is therefore our opinion that the standard of safety established for commercial transport operations can be best protected against possible deterioration by requiring all aircraft designed for relatively high maximum weights to meet the transport category requirements.

The Board is also concerned with establishing a uniform standard of safety for all commercial operations, and it believes that this objective can be realized most readily in the requirements applicable to the certain categories of aircraft being used in such operations.

It is for these reasons that the Board is proposing to establish a maximum weight limitation for the type certification of aircraft under the provisions of Part 3. We are proposing that this limitation be set at 12,500 pounds maximum take-off weight. Consideration will continue to be given to the desirability of establishing requirements for certification of cargo aircraft having a weight of 12,500 pounds or more, either by suitable changes in the requirements of Part 4b or in the establishment of a new part of the Civil Air Regulations.

It is therefore proposed to amend Part 3 as follows:

By amending § 3.1 to read as follows:

§ 3.1 *Scope.* An airplane which has no features or characteristics rendering it unsafe for the category for which it is to be certificated is eligible for type and airworthiness certification, if it complies with all applicable provisions of this part, or, in the event it does not so comply, if it is shown to meet the same level of safety as that provided for in this part: *Provided*, That the maximum take-off weight of the airplane is less than 12,500 pounds.

This amendment is proposed under the authority of Title VI of the Civil Aeronautics Act of 1938, as amended. The proposal may be changed in the light of comment received in response to this notice of proposed rule making.

(Sec. 205 (a), 52 Stat. 984; 49 U. S. C. 425 (a). Interpret or apply secs. 601-610, 52 Stat. 1007-1012; 49 U. S. C. 551-560)

Dated: December 11, 1950, at Washington, D. C.

By the Civil Aeronautics Board.

[SEAL] M. C. MULLIGAN,
Secretary.

[F. R. Doc. 50-11708; Filed, Dec. 14, 1950; 8:53 a. m.]

NOTICES

DEPARTMENT OF LABOR

Wage and Hour Division

LEARNER EMPLOYMENT CERTIFICATES

ISSUANCE TO VARIOUS INDUSTRIES

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938, as amended (52 Stat. 1068, as amended; 29 U. S. C. and Sup. 214), and Part 522 of the regulations issued thereunder (29 CFR Part 522), special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rate applicable under section 6 of the act have been issued to the firms listed below. The employment of learners under these certificates is limited to the terms and conditions therein contained and is subject to the provisions of Part 522. The effective and expiration dates, occupations, wage rates, number or proportion of learners, and learning period for certificates issued under the general learner regulations (§§ 522.1 to 522.14) are as indicated below; conditions provided in certificates issued under special industry regulations are as established in those regulations.

Single Pants, Shirts and Allied Garments, Women's Apparel, Sportswear and Other Odd Outerwear, Rainwear, Robes and Leather and Sheep-Lined Garments Divisions of the Apparel Industry, Learner Regulations (29 CFR 522.160 to 522.166; as amended September 25, 1950 (15 F. R. 5701; 6326)).

Acme Leather Sportswear, Inc., 335 South Park Street, Elizabeth, N. J., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (leather and sheep-lined jackets, outerwear sportswear).

Allendale Garment Co., Allendale, S. C., effective 11-29-50 to 11-28-51; 65 learners for expansion purposes (dresses).

Allendale Garment Co., Allendale, S. C., effective 11-29-50 to 5-28-51; 10 percent normal labor turnover (dresses).

Alma Garment Co., Alma, Ga., effective 11-29-50 to 11-28-51; five learners (men's shorts, ladies shorts).

American Sportswear Co., 61 South Main, Brigham City, Utah, effective 12-2-50 to 6-1-51; 15 learners for expansion purposes (leather garments).

American Sportswear Co., 61 South Main, Brigham City, Utah, effective 12-2-50 to 12-1-51; five learners for normal labor turnover (leather garments).

Bayly Manufacturing Co., 2000 Arapahoe Street, Denver, Colo., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (cotton work clothing).

Bee-Wayne Co., Inc., 2440 Coral Street, Philadelphia 25, Pa., effective 11-29-50 to 11-28-51; five learners for normal labor turnover (children's outerwear and sportswear).

Boston Blouse Co., 75 Kneeland Street, Boston, Mass., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (blouses).

Botany Mills of Florida, Inc., Lake Wales, Fla., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (robes and sportshirts).

Branson Garment Co., Branson, Mo., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work trousers).

"Bundle O'Joy" Baby Wear Co., 43 South Pennsylvania Avenue, Wilkes-Barre, Pa., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (infants' clothing).

Calumet Garment Co., 913 East Chicago Avenue, East Chicago, Ind., effective 11-29-50 to 5-28-51; 20 learners for expansion purposes (trousers).

Calumet Garment Co., 913 East Chicago Avenue, East Chicago, Ind., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (trousers).

Carter & Churchill Co., 15 Parkhurst Street, Lebanon, N. H., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (flannel shirts, ski pants, and hunting jackets).

Carwood Manufacturing Co., Baldwin, Ga., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (work pants and shirts).

Carwood Manufacturing Co., Baldwin, Ga., effective 11-30-50 to 5-29-51; 30 learners for expansion purposes (work pants and shirts).

Century Sportswear, 1010 Race Street, Philadelphia, Pa., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (slacks).

Chesterman-Leeland Co., 406 Memphis Street, Philadelphia 25, Pa., effective 12-1-50 to 5-31-51; 10 percent normal labor turnover (hernia trusses, elastic hosiery).

Cory Manufacturing Co., 199 Main Street, Hackettstown, N. J., effective 12-1-50 to 11-30-51; five learners for normal labor turnover (ladies' blouses and sportswear).

Cosgrove Manufacturing Corp., 265 Willard Street, Quincy, Mass., effective 12-4-50 to 12-3-51; 10 learners (ladies' underwear).

Elk Brand Shirt and Overall Co., Hopkinsville, Ky., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (overalls and work pants and shirts).

Farah Manufacturing Co., Inc., El Paso, Tex., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (single pants).

Fitz Overall Co., Atchison, Kans., effective 12-1-50 to 11-30-51; five learners for normal labor turnover (men's and boys' overalls and one-piece suits, blanket lined jackets, and unlined jackets).

Fitz Overall Co., Atchison, Kans., effective 12-1-50 to 5-31-51; 35 learners for expansion purposes (men's and boys' overalls and one-piece suits, blanket lined jackets, and unlined jackets).

Forest City Manufacturing Co., 701 West Main Street, Collinsville, Ill., effective 12-5-50 to 6-4-51; five learners for expansion purposes (juniors' and women's dresses).

Forest City Manufacturing Co., 701 West Main Street, Collinsville, Ill., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (juniors' and women's dresses).

Freeland Shirt Co., 1015 Dewey Street, Freeland, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (men's sport shirts).

Fremont Manufacturing Co., Mount Pleasant Mills, Snyder Co., Pa., effective 11-29-50 to 11-28-51; six learners (children's pajamas).

Gary Lee Sportswear Co., 500 Greenwich Street, Belvidere, N. J., effective 12-1-50 to 11-30-51; five learners for normal labor turnover (ladies' and children's wearing apparel).

Gaylene's Inc., 231 Harrison Avenue, Boston, Mass., effective 12-5-50 to 12-4-51; five learners for normal labor turnover (misses' better dresses).

General Knitwear Corp., 1356 Locust Street, Terre Haute, Ind., effective 11-29-50 to 5-28-51; 20 learners for expansion purposes (cotton knitted and woven polo shirts) (supplemental certificate).

Glensbore Manufacturing Co., 1622 Arapahoe Street, Denver 2, Colo., effective 12-5-50 to 12-4-51; 10 learners (men's and boys' western pants and jackets, men's dress slacks).

Gordon Manufacturing Co., 526 West Main Street, Louisville, Ky., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (sport shirts and jackets, officers' shirts and army caps).

Greenwood Underwear Co., Inc., Greenwood, S. C., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (men's sport shirts and woven undershorts).

Gross Galesburg Co., 154 North Main Street, Canton, Ill., effective 11-30-50 to 10-22-51; 10 percent normal labor turnover (work clothes) (amended certificate).

Gross Galesburg Co., 152 East Ferris Street, Galesburg, Ill., effective 11-30-50 to 10-19-51; 10 percent normal labor turnover (overalls) (amended certificate).

Gross Galesburg Co., Main Street, Chariton, Iowa, effective 11-30-50 to 10-22-51; 10 percent normal labor turnover (work pants and shirts) (amended certificate).

Harold Grubman Co., San Fernando, Calif., effective 12-4-50 to 6-3-51; 20 learners for expansion purposes (brassieres).

Hartwell Garment Co., Hartwell, Ga., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (pants and shirts).

C. F. Hathaway Co., Waterville, Maine, effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (shirts).

The Hawk & Buck Co., Inc., Waco, Tex., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work clothes).

Hilb Manufacturing Co., 1731 Arapahoe Street, Denver, Colo., effective 12-5-50 to 12-4-51; 10 learners (western-style suits, slacks, blouses, shirts, robes and jackets).

Industrial Garment Manufacturing Co., Caroline Street, Erwin, Tenn., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work clothing).

Industrial Garment Manufacturing Co., Caroline Street, Erwin, Tenn., effective 11-29-50 to 5-28-51; 18 learners for expansion purposes (work clothing).

I. C. Isaacs & Co., Inc., Bank and Grundy Streets, Baltimore, Md., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (dungarees, riding clothes, work jackets and slacks).

J. & S. Sportswear, Bonaw and Summitt Avenue, Hatboro, Pa., effective 12-2-50 to 6-1-51; 10 learners for expansion purposes (ladies' dresses and blouses).

F. Jacobson & Sons, Inc., East Vine Street, Salisbury, Md., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (men's shirts).

F. Jacobson & Sons, Inc., East Vine Street, Salisbury, Md., effective 12-5-50 to 6-4-51; 10 learners for expansion purposes (men's shirts).

F. Jacobson & Sons, Inc., 127 Arch Street, Albany, N. Y., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (shirts and pajamas).

F. Jacobson & Sons, Inc., 127 Arch Street, Albany, N. Y., effective 11-29-50 to 5-28-51; 20 learners for expansion purposes (shirts and pajamas).

F. Jacobson & Sons, Inc., Jay and River Streets, Troy, N. Y., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (men's shirts and pajamas).

F. Jacobson & Sons, Inc., Jay and River Streets, Troy, N. Y., effective 12-2-50 to 6-1-51; 34 learners for expansion purposes (men's shirts and pajamas).

F. Jacobson & Sons, Inc., Smith and Cornell Streets, Kingston, N. Y., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (men's suits).

F. Jacobson & Sons, Inc., Smith and Cornell Streets, Kingston, N. Y., effective 12-2-50 to 6-1-51; 20 learners for expansion purposes, (men's suits).

Julia Garment Co., 140 South Main Street, Wilkes-Barre, Pa., effective 12-5-50 to 12-4-51; eight learners (dresses).

Kinston Shirt Co., Kinston, N. C., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (men's shorts, shirts, and pajamas).

Leitchfield Manufacturing Co., Basement Alexander Hotel, Plant No. 2, Leitchfield, Ky., effective 11-30-50 to 5-29-51; 50 learners for expansion purposes (sportswear).

Leitchfield Manufacturing Co., Plant No. 1, Leitchfield, Ky., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (pants, overalls, etc.).

Lexington Manufacturing Co., East 11th Avenue, Lexington, N. C., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (dress shirts).

Lin-Dol Dress Co., 31 North Leeds Place, Atlantic City, N. J., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (children's apparel).

Little River Garment Co., Trigg County, Cadiz, Ky., effective 11-28-50 to 11-27-51; 10 percent normal labor turnover (dungarees, coveralls).

Marcus Loeb & Co., Inc., 127-129 Trinity Avenue SW., Atlanta, Ga., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (pants).

Louise Jane Manufacturing Co., Inc., 240 Pennsylvania Avenue, Scranton, Pa., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (dresses).

Lynn Manufacturing Co., Loft Building, Fourteenth and Kemper Streets, Lynchburg, Va., effective 12-16-50 to 12-15-51; 10 percent normal labor turnover (children's dresses).

McTague Manufacturing Co., Inc., Fifteenth and Pine Streets, Philipsburg, Pa., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (men's and boys' sport jackets.

McTague Manufacturing Co., Inc., Fifteenth and Pine Streets, Philipsburg, Pa., effective 12-1-50 to 5-31-51; 20 learners for expansion purposes (men's and boys' sport jackets).

M. & H. Dress Co., 410 Washington Avenue, Jermyn, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (dresses).

Mansfield Shirt Factory, 1023 Polk Street, Mansfield, La., effective 12-2-50 to 12-1-51; 10 learners for normal labor turnover (work shirts).

Marine Garment Co., Marine, Ill., effective 11-29-50 to 11-28-51; 10 learners for normal labor turnover (women's cotton sleeping garments).

Merle Manufacturing Co., 14 West Main Street, Pen Argyl, Pa., effective 12-1-50 to 11-30-51; five learners (ladies and children's wearing apparel).

Meyers Bros., Inc., 108 Deweese Street, Lexington, Ky., effective 12-5-50 to 12-4-51; five learners for normal labor turnover (riding apparel, Army and Air Force uniforms, and ladies' tailored suits).

Middendorf Bros., 925 Filbert Street, Philadelphia, Pa., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (ladies' underwear).

Miller Manufacturing Co., Inc., 907 Virginia Avenue, Joplin, Mo., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work shirts and trousers).

Miller's Dress Factory, South of Baxley, Ga., effective 11-27-50 to 5-26-51; 25 learners for expansion purposes (dresses).

Model Blouse Co., Landisville, N. J., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (boys' sport shirts).

N & W Industries, Inc., 736 South President Street, Jackson, Miss., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (cotton work clothing).

Nazareth Dress Manufacturing Co., Wood and Madison Streets, Nazareth, Pa., effective 12-5-50 to 6-4-51; 10 learners for expansion purposes (ladies' blouses).

New England Mackintosh Co., Inc., 984 Main Street, Brockton, Mass., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (snow suits and jackets and waterproofed rainwear).

New England Overall Co., 560 Harrison Avenue, Boston, Mass., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (overalls and work pants).

William H. Noggle & Sons, Inc., Penryn, Pa., effective 12-1-50 to 11-30-51; two learners for normal labor turnover (pajama pants).

Pa-Rees Garment Co., East Camplain Road, Manville, N. J., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (pajamas and housecoats).

Thomas J. Pellerito, 244 Market Street, Philadelphia 6, Pa., effective 11-30-50 to 5-29-51; 11 learners for expansion purposes (pants).

Thomas J. Pellerito, 244 Market Street, Philadelphia 6, Pa., effective 11-30-50 to 11-29-51; five learners for normal labor turnover (pants).

Penn Trouser Co., 906 Forbes Street, Pittsburgh, Pa., effective 12-1-50 to 5-31-51; 40 learners for expansion purposes (trousers).

Penn Trouser Co., 906 Forbes Street, Pittsburgh, Pa., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (trousers).

Phillips-Jones Factory, Geneva, Ala., effective 12-2-50 to 6-1-51; 10 learners for expansion purposes (men's dress shirts).

Pike Garments Inc., Troy, Ala., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (men's pajamas).

Pike Garments Inc., Troy, Ala., effective 12-1-50 to 5-31-51; 25 learners for expansion purposes (men's pajamas).

Portrait Frocks, Inc., 508 West Main Street, Lexington, Ky., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (cotton dresses).

Publix Shirt Corp., Newmanstown, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (rayon and cotton sport shirts).

Publix Shirt Corp., Kutztown, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (cotton and rayon sport shirts; heavy weight jackets).

Regina Manufacturing Co., 44 Carey Avenue, Wilkes-Barre, Pa., effective 11-29-50 to

11-28-51; 10 percent normal labor turnover (dresses and slips).

Regina Manufacturing Co., 44 Carey Avenue, Wilkes-Barre, Pa., effective 11-29-50 to 5-28-51; 30 learners for expansion purposes (dresses and slips).

Reliance Manufacturing Co., Dixie Factory, 100 Ferguson Street, Hattiesburg, Miss., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (work shirts and pants).

Reliance Manufacturing Co., Freedom Factory, Hattiesburg, Miss., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (boys' sports shirts, pajamas and "T" shirts).

Reliance Manufacturing Co., "Premium" Factory, Seymour, Ind., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (men's shirts).

Rice Stix Inc., Factory No. 14, 666 School Street, Hillsboro, Ill., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (dresses).

Rob Roy Co. Inc., Ridgely, Md., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (shirts).

Rob Roy Co. Inc., Cambridge, Md., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (shirts).

The Roswell Co., Roswell, Ga., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (work pants).

Rothsville Manufacturing Co., 2 South Spruce Street, Lititz, Pa., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (boys' cotton shirts).

Royal Manufacturing Co., Alburtis, Pa., effective 12-3-50 to 12-2-51; 10 percent normal labor turnover (men's shorts and athletic shirts).

Royal Mens Sportswear, Inc., 110 Oak Street, Buffalo 3, N. Y., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (pants and jackets).

Savada Bros., Inc., Glen Rock, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (pajamas).

Scranton Wearing Apparel, Inc., 312 Penn Avenue, Scranton, Pa., effective 11-29-50 to 5-28-51; 10 learners for expansion purposes (coats).

Scranton Wearing Apparel, Inc., 312 Penn Avenue, Scranton, Pa., effective 11-29-50 to 11-28-51; 10 learners for normal labor turnover (coats).

Selma Manufacturing Co., Inc., 1306 Memorial Avenue, Williamsport, Pa., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (blouses).

Seminole Manufacturing Co., Columbus, Miss., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (men's and boys' trousers and sport shirts).

H. P. Shapiro & Co., Inc., De Land, Fla., effective 12-1-50 to 11-30-51; five learners for normal labor turnover (cotton dresses, jackets, skirts, and suits).

The Shirtmaster Co., Inc., Abbeville, S. C., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (men's dress and sport shirts).

Shorenson Co., Brownstown, Pa., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (blouses).

Silverstine Garment Co., Inc., 213 West Institute Place, Chicago 10, Ill., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (housecoats, brunchcoats, and sunback dresses).

Silverstine Garment Co., Inc., 213 West Institute Place, Chicago 10, Ill., effective 12-4-50 to 6-3-51; 10 learners for expansion purposes (housecoats, brunchcoats, sunback dresses) (supplemental certificate).

Sledge Manufacturing Co., 402 North Broadway, Tyler, Tex., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work clothing).

Slimaker Dress Corp., Inc., Holton, Kans., effective 11-29-50 to 5-28-51; 20 learners for expansion purposes (women's apparel).

Slimaker Dress Corp., Inc., Holton, Kans., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (women's apparel).

Smith Bros. Manufacturing Co., Webb City, Mo., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (shirts and cossack coats).

Smith Bros. Manufacturing Co., Smith and High Streets, Neosho, Mo., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (pants, denim jackets, and ladies' jeans).

Smith Bros. Manufacturing Co., Carthage, Mo., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (overalls, jeans, and jackets).

The Star Union Co. of Tennessee, Inc., Manchester, Tenn., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (pajamas).

Streamline Garment Corp., 101 East Poplar Street, West Frankfort, Ill., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (dresses and housecoats).

Streamline Garment Corp., 101 East Poplar Street, West Frankfort, Ill., effective 12-4-50 to 6-3-51; 10 learners for expansion purposes (women's dresses and housecoats).

Super Manufacturing Co., 1339 North Main Avenue, Scranton 8, Pa., effective 12-5-50 to 12-4-51; five learners for normal labor turnover (children's sportswear).

T & W Manufacturing Co., Inc., 228-231 College Street, Elizabethtown, Ky., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (men's dress slacks).

I. Taitel & Son, 1000 Sylvan Street, Selma, Ala., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (trousers).

Thomson Co., Thomson, Ga., effective 12-2-50 to 12-1-51; 10 percent normal labor turnover (trousers).

Twin City Manufacturing Co., Graymont, Ga., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (men's dress shirts).

Umholtz Manufacturing Co., Inc., 115 Gordon Avenue., Carbondale, Pa., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (pajamas, blouses, and dresses).

Vesta Corset Co., 25 South Street, McGraw, N. Y., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (corsets).

Waverly Garment Co., 407 North Church Street, Waverly, Tenn., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (work shirts).

Ben Weisberg & Co., 54-56 North Main Street, Carbondale, Pa., effective 12-5-50 to 6-4-51; 30 learners for expansion purposes (children's cotton dresses).

Ben Weisberg & Co., 54-56 North Main Street, Carbondale, Pa., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (children's dresses).

Weiss Shirt Co., Inc., 520 Lehman Street, Lebanon, Pa., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (shirts).

Weldon Manufacturing Co., Muncy, Pa., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (men's and boys' pajamas).

Weldon Manufacturing Co., Lopez, Pa., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (men's and boys' pajamas).

Weldon Manufacturing Co., Williamsport, Pa., effective 11-30-50 to 11-29-51; 10 percent normal labor turnover (men's and boys' pajamas and sports shirts).

Wide Awake Shirt Co., Inc., 2047 Kutztown Road, Reading, Pa., effective 12-1-50 to 11-30-51; 10 percent normal labor turnover (men's cotton shirts).

Willards Shirt Co., Willards, Md., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (work shirts).

Wilson Bros., 1008 West Sample Street, South Bend 21, Ind., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (knitted underwear and outerwear).

Celina Winner Co., 304 East Anthony Street, Celina, Ohio, effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (slacks and dungarees).

Jack Winter, Inc., 201 North Water Street, Milwaukee, Wis., effective 11-29-50 to 11-28-51; 10 percent normal labor turnover (men's slacks).

Wood Garment Manufacturing Co., Inc., Crane, Mo., effective 12-5-50 to 12-4-51; 10 percent normal labor turnover (trousers and dungarees).

Woolrich Woolen Mills, Woolrich, Pa., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover (wool coats, shirts, and pants).

Hosiery Learner Regulations (29 CFR 522.40 to 522.51; as revised January 25, 1950 (15 F. R. 283).)

Interwoven Stocking Co., Hagerstown, Md., effective 12-5-50 to 12-4-51; 5 percent normal labor turnover.

Independent Telephone Learner Regulations (29 CFR 522.82 to 522.93; as amended January 25, 1950 (15 F. R. 398).)

Central Iowa Telephone Co., Forest City, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Williamsburg, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Reinbeck, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Belle Plaine, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Tampa, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Hartley, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Traer, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Glad Brook, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Toledo, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Marengo, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Manchester, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Eldora, Iowa, effective 12-4-50 to 12-3-51.

Central Iowa Telephone Co., Emmetsburg, Iowa, effective 12-4-50 to 12-3-51.

Citizens Utilities Co., Kingman, Ariz., effective 12-6-50 to 12-5-51.

Dundee Telephone & Telegraph Co., Dundee, N. Y., effective 12-4-50 to 12-3-51.

Lapel Telephone Co., Lapel, Ind., effective 11-30-50 to 11-29-51.

Mutual Telephone Co., Sioux Center, Iowa, effective 12-4-50 to 12-3-51.

Walker County Telephone Co., Lafayette, Ga., effective 12-4-50 to 12-3-51.

Cigar Learner Regulations (29 CFR 522.201 to 522.211; as amended January 25, 1950 (15 F. R. 400)).

Wolf Bros. & Co., Second and East Streets, Frederick, Md., 15 learners for expansion purposes; effective 12-5-50 to 6-4-51, cigar machine operating, 320 hours, 60 cents per hour; packing (cigars retailing for 6 cents or less), 160 hours, 60 cents per hour; packing (cigars retailing for more than 6 cents), 320 hours, 60 cents per hour; machine stripping, 160 hours, 60 cents per hour.

Glove Learner Regulations (29 CFR 522.220 to 522.231; as amended October 26, 1950 (15 F. R. 6888)).

Marr Knitting, Inc., Osage, Iowa, effective 12-1-50 to 11-30-51; 10 learners.

20th Century Glove Co., Jefferson, Tex., effective 12-1-50 to 6-1-51; 15 learners for expansion purposes.

Knitted Wear Learner Regulations (29 CFR 522.68 to 522.79; as amended January 25, 1950 (15 F. R. 398)).

Beeren Knitting Textile Mill, Elkton, La., effective 11-30-50 to 5-29-51; 27 learners.

Harvey Manufacturing Co., Berwick, Pa., effective 12-4-50 to 6-3-51; 25 learners for expansion purposes.

Wanner Textile Co., Winchester, Va., effective 12-4-50 to 6-3-51; eight learners.

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.14).

Andover Clothes, Inc., Seventh and James Streets, Mayfield, Ky., effective 12-1-50 to 11-30-51; 7 percent normal labor turnover; sewing machine operating, pressing, hand sewing, 480 hours, 60 cents per hour for the first 240 hours and 65 cents for the next 240 hours (men's and ladies' custom tailored suits, overcoats, and pants).

Beaufort Wood Products Co., Beaufort, S. C., effective 12-1-50 to 5-31-51; 20 learners; machine operators, 160 hours, 60 cents (veneer baskets).

H. Daroff & Sons, 2320 Walnut Street, Philadelphia, Pa., effective 12-1-50 to 11-30-51; 7 percent normal labor turnover; machine operators, hand sewers, pressers, 480 hours, 60 cents for first 240 hours and 65 cents for remaining 240 hours (men's coats).

Dowling Textile Manufacturing Co., McDonough, Ga., effective 12-1-50 to 5-31-51; 10 learners; sewing machine operators, 240 hours, 60 cents (hemming towels, pillow cases, and napkins).

Essex Corp., Charlottesville, Va., effective 11-29-50 to 5-28-51; 10 percent normal labor turnover; machine operators, assemblers, 480 hours, 60 cents for the first 320 hours and not less than 65 cents for the remaining 160 hours (fountain pens, mechanical pencils, etc.).

Fry Products, Inc., Liberty, Ky., effective 12-6-50 to 6-5-51; two learners; sewing machine operators only, 240 hours, 60 cents (manufacturers of automobile seat covers).

Fry Products, Inc., Junction, Ky., effective 12-6-50 to 6-5-51; two learners; sewing machine operators only, 240 hours, 60 cents (manufacturers of automobile seat covers).

Malcolm Kenneth Co., 11 Leon Street, Boston 15, Mass., effective 12-1-50 to 11-30-51; 7 percent normal labor turnover; machine operating, hand sewing, pressing, 480 hours, 60 cents per hour for the first 240 hours and 65 cents for the remaining 240 hours (men's topcoats and overcoats).

The Londontown Manufacturing Co., Baltimore, Md., effective 11-29-50 to 11-28-51; 7 percent normal labor turnover; machine operating (except cutting), 480 hours, first 240 hours at 60 cents and next 240 hours at 65 cents (men's topcoats).

S. Makransky & Sons, Inc., Twenty-second and Market Streets, Philadelphia, Pa., effective 12-1-50 to 11-30-51; 7 percent normal labor turnover; sewing machine operating, pressing, hand sewing, finishing operations involving hand sewing, 480 hours, 60 cents for the first 240 hours and 65 cents for the next 240 hours (men's suits).

Martin Toy Co., Mifflinville, Pa., effective 11-28-50 to 5-27-51; five learners; machine operator, sander, shaper, planer, assembler, sprayer and dipper, 320 hours, 60 cents for the first 160 hours and 65 cents for the remaining 160 hours (modern wooden toys, furniture, etc.).

Martineaux, San Antonio, Tex., effective 12-4-50 to 6-3-51; four learners; padding and adjusting of flutes and piccolos, 480 hours, 60 cents for the first 240 hours and 60 cents for the remaining 240 hours (musical instruments).

Michaels Stern & Co., Inc., Liberty Street, Pen Yan, N. Y., effective 12-1-50 to 11-30-51; seven percent normal labor turnover; sewing machine operating, pressing, hand sewing, 480 hours, 60 cents for the first 240 hours and 65 cents for the next 240 hours (men's clothing).

Moore Business Forms Inc., P. O. Box 350, Marion, Ky., effective 12-4-50 to 6-3-51; 15 learners; jogger, stapler, collator, perforator, and carbon notcher, 160 hours, 60 cents (salesbooks).

George C. Moore Co., Greensville, Tenn., effective 12-1-50 to 5-31-51; 21 learners for expansion purposes; machine operators, tenders, fixers, and jobs immediately incidental thereto, 240 hours, 65 cents (elastic braid, cotton, yarn, and rubber).

Muse Tailoring Co., Market and South Wisner Streets, Frederick, Md., effective 12-4-50 to 12-3-51; 7 percent normal labor turnover; machine operators, hand sewers, pressers, 480 hours, 60 cents for the first 240 hours and 65 cents for the remaining 240 hours (men's clothing).

Paramount Cap Manufacturing Co., Bourbon, Mo., effective 12-4-50 to 12-3-51; 10 percent normal labor turnover; machine operators (except cutting), pressers, hand sewers, 240 hours, 65 cents (cloth and leather caps).

Paramount Cap Manufacturing Co., Gerald, Mo., effective 12-5-50 to 6-4-51; six learners; sewing machine operators, 240 hours, 65 cents (cloth caps).

Patton Manufacturing Co., Inc., Dechard, Tenn., effective 12-2-50 to 6-1-51; 80 learners for expansion purposes; machine operating (except cutting), pressers, hand sewers, 480 hours, not less than 60 cents for the first 240 hours and not less than 65 cents for the remaining 240 hours (men's and ladies' tailored suits, topcoats, and slacks).

Pincus Bros., Inc., Philadelphia, Pa., effective 12-5-50 to 12-4-51; 7 percent normal labor turnover; machine operating (except cutting), pressing, hand sewing, 480 hours, 60 cents for the first 240 hours and 65 cents for the remaining 240 hours (men's suits, sports coats, topcoats, slacks, and pants).

Ritepoint Co., Washington Division, Washington, Mo., effective 11-29-50 to 5-28-51; 10 percent normal labor turnover; machine operators, assemblers, and inspectors, 480 hours, 65 cents for the first 240 hours and not less than 70 cents for the remaining 240 hours (pens, pencils, and lighters).

Southwest Miller Co., Inc., Corsicana, Tex., effective 12-1-50 to 6-1-51; 20 learners; sewing machine operators, 240 hours, 65 cents for the first 120 hours and 71 cents for the remaining 120 hours (hats and caps).

J. S. Temple Co., 575 Main Street, Reading, Mass., effective 12-2-50 to 12-1-51; one learner for normal labor turnover; machine operating (except cutting), 320 hours, 60 cents (men's neckwear).

United Handkerchief Corp., 35 Eighth Street, Passaic, N. J., effective 11-29-50 to 11-28-51; 5 percent normal labor turnover; sewing machine operating, 320 hours, 60 cents (handkerchiefs).

Versailles Manufacturing Co., Inc., Lexington, Ky., effective 12-1-50 to 5-31-51; 50 learners for expansion purposes; machine operator, hand sewer, presser, 480 hours, 60 cents for first 240 hours and 65 cents for the remaining 240 hours (men's and boys' clothing).

Worcester Felt Pad Corp., Tucson, Ariz., effective 12-5-50 to 6-4-51; two learners; sewing machine operators, 160 hours, 60 cents (manufacturing ironing board pads and covers).

Shoe Industry Learner Regulations (29 CFR 522.250-522.260; 15 F. R. 6546).

Bay-Bee Shoe Co., Inc., Hillcrest Street, Dresden, Tenn., effective 12-4-50 to 10-15-51; 10 percent learners.

L. E. Beaudin Shoe Co., Factory Street, Hanover, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Bedford Shoe Co., Carlisle, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

A. J. Beford Shoe, Inc., Klein Street, Lititz, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Bigley Industries, 308 West Josephine, San Antonio, Tex., effective 12-4-50 to 10-15-51; 10 percent learners.

F. Brown Shoe Co., Inc., 514 North Twelfth Street, Allentown, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Brown Shoe Co., First and Gibbs Street, Union City, Tenn., effective 12-4-50 to 10-15-51; 10 percent learners.

Brown Shoe Co., Tom Stewart Airport, Union City, Tenn., effective 12-4-50 to 10-15-51; 10 percent learners.

Brown Shoe Co., College Street, Dyer, Tenn., effective 11-30-50 to 10-15-51; 10 percent learners.

Carlisle Shoe Co., Penn and Bedford Streets, Carlisle, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Carlisle Shoe Co., 1408 Vernon Street, Harrisburg, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Carmen Shoe Manufacturing Co., Factory Street, Hanover, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Correct Shoes, Inc., Sycamore Street, Florence, Ala., effective 12-4-50 to 10-15-51; 10 percent learners.

Curtis Stephens Embry Co., Inc., Richland, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Dale Footwear, Inc., Landis Street, Coopersburg, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Empire Shoe Manufacturing Co., Washington and Poplar Streets, Elizabethtown, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Fein & Glass, Inc., Eleventh and Marion Streets, Reading, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

The Gilbert Shoe Co., Thiensville, Wis., effective 12-4-50 to 10-15-51; 10 percent learners.

Grinnell Shoe Co., Grinnell, Iowa, effective 12-4-50 to 10-15-51; 10 percent learners.

Holland-Racine Shoes, Inc., 336 West Fifteenth Street, Holland, Mich., effective 12-4-50 to 10-15-51; 10 percent learners.

Hussco Shoe Co., Park Street, Honesdale, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

H. Jacob & Sons, Inc., Maple and Commerce Streets, Hanover, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

H. J. Justin & Sons, Inc., 610 West Daggett Street, Fort Worth, Tex., effective 12-4-50 to 10-15-51; 10 percent learners.

Keystone State Shoe Co., Inc., Mildred, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Keystone State Shoe Co., Inc., Forest City, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

A. S. Kreider Shoe Manufacturing Co., 155 South Poplar Street, Elizabethtown, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

The A. S. Kreider Shoe Co., North Railroad Street, Annville, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

J. Landis Shoe Co., Broad and Chestnut Streets, Palmyra, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

E. C. Livingston, Inc., 11 North Water Street, New Oxford, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Lucille Footwear Co., 1306 Memorial Avenue, Williamsport, Pa., effective 11-30-50 to 10-15-51, 10 percent learners.

Maisak Hendler Shoe Co., Inc., Senath, Mo., effective 11-30-50 to 5-31-51; 35 learners (expanding plant).

Manistee Shoe Manufacturing Co., 50 Filer Street, Manistee, Mich., effective 12-4-50 to 10-15-51; 10 percent learners.

Miller, Hess & Co., Inc., Seventh and Main Streets, Akron, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

I. Miller & Sons, Inc., 751 North Pennsylvania Avenue, Wilkes-Barre, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Riverside Shoe Corp., North Street, Millersburg, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Savoy Shoe Co., Inc., West High Street, Elizabethtown, Pa., effective 12-4-50 to 10-15-51; 10 percent learners.

Stepping Stone Shoes, Inc., Park Avenue and Ross Street, effective 11-30-50 to 10-15-51; 10 percent learners.

Virginia Shoe Co., Inc., Box 329, Fredericksburg, Va., effective 12-4-50 to 10-15-51; 10 percent learners.

Albert H. Weinbrenner Co., Rib Lake, Wis., effective 12-4-50 to 10-15-51; 10 percent learners.

Albert H. Weinbrenner Co., Polk Street, Merrill, Wis., effective 12-4-50 to 10-15-51; 10 percent learners.

Albert H. Weinbrenner Co., 305 West Third Street, Marshfield, Wis., effective 12-4-50 to 10-15-51; 10 percent learners.

Albert H. Weinbrenner Co., 311 Superior Street, Antigo, Wis., effective 12-4-50 to 10-15-51; 10 percent learners.

A. Werman & Sons, Inc., Third and Pine Streets, Marietta, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Westex Boot & Shoe Co., Inc., 1206 Lamar Avenue, Wichita Falls, Tex., effective 12-4-50 to 10-15-51; 10 percent learners.

Willits Shoe Co., Second Street, Halifax, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

A. N. Wolf Shoe Co., 119-123 North Third Street, Denver, Pa., effective 11-30-50 to 10-15-51; 10 percent learners.

Each certificate has been issued upon the employer's representation that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be cancelled in the manner provided in the regulations and as indicated in the certificates. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of Part 522.

Signed at Washington, D. C., this 8th day of December 1950.

ISABEL FERGUSON,
Authorized Representative of the Administrator.

[F. R. Doc. 50-11718; Filed, Dec. 14, 1950; 8:55 a. m.]

GENERAL SERVICES ADMINISTRATION

[Delegation of Authority 28, Amdt.]

SECRETARY OF DEFENSE

DELEGATION OF AUTHORITY, WITH RESPECT TO ASSIGNMENT TO FEDERAL SECURITY ADMINISTRATOR OF SURPLUS PROPERTY FOR DISPOSAL FOR EDUCATIONAL AND PUBLIC HEALTH USES

Delegation of Authority No. 28 of May 29, 1950, is hereby revised to provide as follows:

1. Pursuant to the authority vested in me by the Federal Property and Administrative Services Act of 1949 (Public Law 152, 81st Congress, approved June 30, 1949) the authority to assign to the Federal Security Administrator for disposal for school, classroom, or other educational use, or for use in the protection of the public health, including research, property having a total estimated fair value including all component units of less than $1,000 as determined by the Department of Defense, improvements located on surplus leaseholds other than airport leaseholds, surplus buildings, structures and improvements located on land that is not expected to become excess, and all surplus property of the Department of Defense located in Puerto Rico, Virgin Islands, Hawaii and Alaska, which said authority is now vested in the Administrator of General Services under section 203 (k) (1), and the authority to disapprove, within 30 days after notice, any transfer of such property proposed to be made for any of such uses by the Federal Security Administrator is hereby delegated to the Secretary of Defense: *Provided, however,* That the authority delegated herein shall be limited to property of the above types for which the Department of Defense has been heretofore duly designated as disposal agency under the provisions of Public Law 152, 81st Congress.

2. The authority herein contained may be redelegated to the head of that Office or Branch of the Service which the Secretary of Defense has designated as being responsible for the disposal of surplus property for which the Department of Defense has been designated as disposal agency pursuant to the provisions of Public Law 152, 81st Congress.

3. Notice of any action taken in the exercise of the authority herein delegated shall be given General Services Administration by providing it with a copy of the letter of instrument by which the action was taken.

4. This delegation shall be effective as of the date hereof.

Dated: December 12, 1950.

JESS LARSON,
Administrator.

[F. R. Doc. 50-11663; Filed, Dec. 14, 1950; 8:48 a. m.]

FEDERAL POWER COMMISSION

[Docket No. E-6258]

BRAZOS RIVER CONSERVATION & RECLAMATION DISTRICT

NOTICE OF CONTINUANCE OF HEARING

DECEMBER 11, 1950.

Upon consideration of the request by counsel for Declarant for postponement of the oral argument in the above-designated matter; notice is hereby given that the oral argument scheduled for December 15, 1950, in the above-designated matter be and it is hereby continued to January 18, 1951, at 10:00 a. m., in the Commission's Hearing Room, at 1800 Pennsylvania Avenue NW., Washington, D. C.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-11650; Filed, Dec. 14, 1950; 8:46 a. m.]

[Docket No. G-1543]

LYNCHBURG GAS CO.

NOTICE OF APPLICATION

DECEMBER 11, 1950.

Take notice that Lynchburg Gas Company (Applicant), a Virginia corporation, address, Lynchburg, Virginia, filed on December 4, 1950, an application for an order pursuant to section 7 (a) of the Natural Gas Act, as amended, directing Transcontinental Gas Pipe Line Corporation (Transcontinental), a Delaware corporation, address, Houston, Texas, to establish physical connection of its transportation facilities with the proposed facilities of Lynchburg Pipe Line Company (Lynchburg Pipe), a subsidiary of Applicant, and to sell natural gas to Applicant for resale in the territory now served by Applicant in Lynchburg, and the adjoining areas of Amherst, Bedford, and Campbell Counties, in Virginia.

Applicant proposes to have the natural gas delivered by means of a proposed transmission pipeline approximately 15 miles in length to be constructed and operated by Lynchburg Pipe, authorization for which is requested in an application filed by that company contemporaneously with the filing of the application in this proceeding. Applicant states that it presently purchases natural gas from Virginia Gas Transmission Corporation (Virginia Gas) and that Applicant's full requirements cannot be supplied by that company. Applicant further states that it has experienced demands on its system as high as 4,900 Mcf per day at which time its interruptible customers were completely curtailed and service to its firm customers was seriously impaired. Applicant also states that the unallocated capacity of Transcontinental's transportation facilities, which pass within 15 miles of the City of Lynchburg, Virginia, is more than sufficient to supply Applicant's requirements of natural gas.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 29th day of December 1950. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-11653; Filed, Dec. 14, 1950; 8:47 a. m.]

[Docket No. G-1545]

LYNCHBURG PIPE LINE CO.

NOTICE OF APPLICATION

DECEMBER 11, 1950.

Take notice that Lynchburg Pipe Line Company (Applicant), a Virginia corporation, address, Lynchburg, Virginia, filed on December 4, 1950, an application for a certificate of public convenience and necessity pursuant to section 7 of the Natural Gas Act, authorizing the construction and operation of approximately 15 miles of natural-gas transmission pipe line from the existing facilities

of Transcontinental Gas Pipe Line Corporation in Appomattox County, Virginia, to a proposed regulating and measuring station adjacent to the City of Lynchburg, Virginia.

Applicant proposes to utilize said facilities for the transmission and delivery of natural gas to Lynchburg Gas Company which owns and operates the existing gas distribution system in the City of Lynchburg, Virginia. Contemporaneously with the filing of said application, Lynchburg Gas Company filed its application for an order pursuant to section 7 (a) of the Natural Gas Act, as amended, directing Transcontinental Gas Pipe Line Corporation to establish physical connection of its transportation facilities with the proposed facilities of Applicant and to sell and deliver at said connection natural gas to Lynchburg Gas Company in volumes sufficient to meet its full requirements for resale in the territory now served to the extent that such requirements are not met by its present sources of supply. The application in this proceeding is for authorization to construct and operate the facilities required to transport the natural gas to be delivered to Lynchburg Gas Company from the facilities of Transcontinental Gas Pipe Line Corporation. The application states that Applicant is a subsidiary of Lynchburg Gas Company and that it proposes to rely upon the staff of the latter company to manage its proposed operations.

The estimated cost of the proposed facilities is approximately $300,000. Applicant proposes to submit evidence of proposed financing through the sale of securities at the hearing in this proceeding.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D. C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before the 29th day of December 1950. The application is on file with the Commission for public inspection.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-11654; Filed, Dec. 14, 1950; 8:47 a. m.]

[Docket No. G-1157]

SOUTHERN COUNTIES GAS CO. OF CALIFORNIA

NOTICE OF ORDER ACCEPTING FOR FILING GAS TARIFF AND TERMINATING PROCEEDINGS

DECEMBER 12, 1950.

Notice is hereby given that, on December 11, 1950, the Federal Power Commission issued its order entered December 8, 1950, accepting for filing FPC Gas Tariff and terminating proceedings in the above-designated matter.

[SEAL] LEON M. FUQUAY,
Secretary.

[F. R. Doc. 50-11655; Filed, Dec. 14, 1950; 8:47 a. m.]

INTERSTATE COMMERCE COMMISSION

[Rev. S. O. 562, King's I. C. C. Order 34A]

N. Y. CENTRAL RAILROAD CO.

REROUTING OR DIVERTING OF TRAFFIC

Upon further consideration of King's I. C. C. Order No. 34, and good cause appearing therefor: *It is ordered*, That:

(a) King's I. C. C. Order No. 34 be, and it is hereby vacated and set aside.

(b) *Effective date:* This order shall become effective at 9:00 a. m., December 11, 1950.

It is further ordered, That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., December 11, 1950.

INTERSTATE COMMERCE COMMISSION,
HOMER C. KING,
Agent.

[F. R. Doc. 50-11645; Filed, Dec. 14, 1950; 8:46 a. m.]

[Rev. S. O. 562, King's I. C. C. Order 36]

LOUISVILLE AND NASHVILLE RAILROAD CO.

REROUTING OR DIVERSION OF TRAFFIC

In the opinion of Homer C. King, Agent, The Louisville and Nashville Railroad Company, because of bridge washout between Mobile, Alabama and Pascagoula, Mississippi, is unable to transport traffic routed over its lines between Mobile, Alabama and Pascagoula, Mississippi: It is ordered that:

(a) *Rerouting traffic.* The Louisville and Nashville Railroad Company is hereby authorized and directed to reroute or divert traffic on its lines, routed over its lines between Mobile, Alabama, and Pascagoula, Mississippi, over any available route to expedite the movement; the billing covering all such cars rerouted shall carry a reference to this order as authority for the rerouting.

(b) *Concurrence of receiving roads to be obtained.* The railroad desiring to divert or reroute traffic under this order shall confer with the proper transportation officer of the railroad or railroads to which such traffic is to be diverted or rerouted, and shall receive the concurrence of such other railroads before the rerouting or diversion is ordered.

(c) *Notification to shippers.* The carrier rerouting cars in accordance with this order shall notify each shipper at the time each car is rerouted or diverted and shall furnish to such shipper the new routing provided under this order.

(d) Inasmuch as the diversion or rerouting of traffic by said Agent is deemed to be due to carrier's disability, the rates applicable to traffic diverted or rerouted by said Agent shall be the rates which were applicable at the time of shipment on the shipments as originally routed.

(e) In executing the directions of the Commission and of such Agent provided for in this order, the common carriers involved shall proceed even though no contracts, agreements, or arrangements now exist between them with reference to the divisions of the rates of transportation applicable to said traffic; divisions shall be, during the time this order remains in force, those voluntarily agreed upon by and between said carriers; or upon failure of the carriers to so agree, said divisions shall be those hereafter fixed by the Commission in accordance with pertinent authority conferred upon it by the Interstate Commerce Act.

(f) *Effective date.* This order shall become effective at 10:00 a. m., December 9, 1950.

(g) *Expiration date.* This order shall expire at 11:59 p. m., January 10, 1951, unless otherwise modified, changed, suspended or annulled.

It is further ordered, that this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Division of the Federal Register.

Issued at Washington, D. C., December 9, 1950.

INTERSTATE COMMERCE COMMISSION,
HOMER C. KING,
Agent.

[F. R. Doc. 50-11646; Filed, Dec. 14, 1950; 8:46 a. m.]

[No. 30720]

TENNESSEE INTRASTATE RATES AND CHARGES

At a session of the Interstate Commerce Commission, Division 1, held at its office in Washington, D. C., on the 4th day of December, A. D. 1950.

It appearing that in Ex Parte No. 166, Increased Freight Rates, 1947, 269 I. C. C. 33, 270 I. C. C. 81, 93, and 403; and Ex Parte No. 168, Increased Freight Rates, 1948, 272 I. C. C. 695 and 276 I. C. C. 9, the Commission authorized carriers subject to the Interstate Commerce Act parties thereto to make certain increases in their freight rates and charges for interstate application throughout the United States, and that increases under such authorizations have been made;

It further appearing that a petition has been filed on behalf of The Alabama Great Southern Railroad Company and other common carriers by railroad operating to, from and between points in the State of Tennessee, averring that the Railroad and Public Utilities Commission of the State of Tennessee, by various orders, has refused to authorize or permit petitioners to establish for intrastate transportation upon their railroads in Tennessee, for application on the commodities or services named below, increases in freight rates and charges corresponding to those authorized by this

Commission and made by petitioners for application on interstate traffic in the proceedings cited:

Agricultural limestone in closed cars or in open-top cars protected by tarpaulin or other protective covering.
Agricultural slag.
Alfalfa meal.
Brick.
Cement.
Clay: in open-top cars not protected by tarpaulin or other protective covering, or in closed cars or open-top cars protected by tarpaulin or other protective covering.
Coal.
Coke.
Phosphate rock.
Sand, except common.
Wood: chemical, acid, pulp, and fuel.
Switching charges on the above commodities except wood.
Wood.

It further appearing that petitioners allege that the refusal of the said Railroad and Public Utilities Commission of the State of Tennessee to permit the increases on intrastate traffic referred to in the preceding paragraph causes and results in undue and unreasonable advantage, preference, and prejudice as between persons and localities in intrastate commerce on the one hand and interstate commerce on the other hand, and undue, unreasonable and unjust discrimination against interstate commerce, in violation of section 13 of the Interstate Commerce Act;

And it further appearing that there have been brought in issue by the said petition rates and charges made or imposed by authority of the State of Tennessee:

It is ordered, That in response to the said petition, an investigation be, and it is hereby, instituted, and that a hearing be held therein for the purpose of receiving evidence from the respondents hereinafter designated and any other persons interested, to determine whether the rates and charges of the common carriers by railroad, or any of them, operating in the State of Tennessee for the intrastate transportation of property made or imposed by authority of the State of Tennessee, cause or will cause, by reason of the failure of such rates and charges to include increases corresponding to those permitted by this Commission for interstate traffic in Ex Parte No. 166, Increased Freight Rates, 1947, and Ex Parte No. 168, Increased Freight Rates, 1948, *supra*, any undue or unreasonable advantage, preference, or prejudice as between persons or localities in intrastate commerce, on the one hand, and interstate or foreign commerce, on the other hand, or any undue, unreasonable or unjust discrimination against interstate or foreign commerce; and to determine what rates and charges, if any, or what maximum, or minimum, or maximum and minimum rates and charges, shall be prescribed to remove the unlawful advantage, preference, prejudice, or discrimination, if any, that may be found to exist;

It is further ordered, That all common carriers by railroad operating within the State of Tennessee subject to the jurisdiction of this Commission be, and they are hereby, made respondents to this proceeding; that a copy of this order be served upon each of the said respondents; and that the State of Tennessee be notified of this proceeding by sending copies of this order and of said petition by registered mail to the Governor of the said State and to the Railroad and Public Utilities Commission of the State of Tennessee at Nashville, Tenn.;

It is further ordered, That notice of this proceeding be given to the public by depositing a copy of this order in the office of the Secretary of the Commission, at Washington, D. C., and by filing a copy with the Director, Division of the Federal Register, Washington, D. C.;

And it is further ordered, That this proceeding be assigned for hearing at such times and places as the Commission may hereinafter direct.

By the Commission, Division 1.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 50-11647; Filed, Dec. 14, 1950; 8:46 a. m.]

[4th Sec. Application 25643]

FOREIGN WOODS (PILING) BETWEEN POINTS IN SOUTHERN TERRITORY

APPLICATION FOR RELIEF

DECEMBER 12, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: R. E. Boyle, Jr., for carriers parties to Agent C. A. Spaninger's tariff I. C. C. 889.

Commodities involved: Piling, of foreign woods, carloads.

Between: Points in Southern territory.

Grounds for relief: Competition with rail carriers and circuitous routes.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 50-11648; Filed, Dec. 14, 1950; 8:46 a. m.]

[4th Sec. Application 25644]

COKE FROM CHICAGO, ILL., AND MILWAUKEE, WIS.

APPLICATION FOR RELIEF

DECEMBER, 12, 1950.

The Commission is in receipt of the above-entitled and numbered application for relief from the long-and-short-haul provision of section 4 (1) of the Interstate Commerce Act.

Filed by: D. Q. Marsh, Agent, for carriers parties to his tariff I. C. C. 3682 and fourth-section application No. 22284.

Commodities involved: Coke, coke breeze, coke dust and coke screenings, carloads.

From: Chicago, Ill., and Milwaukee, Wis.

To: Points in Arkansas and western Louisiana.

Grounds for relief: Competition with rail carriers and to apply over short tariff routes rates constructed on the basis of the short line distance formula.

Schedules filed containing proposed rates: D. Q. Marsh I. C. C. 3682, Supp. 69.

Any interested person desiring the Commission to hold a hearing upon such application shall request the Commission in writing so to do within 15 days from the date of this notice. As provided by the general rules of practice of the Commission, Rule 73, persons other than applicants should fairly disclose their interest, and the position they intend to take at the hearing with respect to the application. Otherwise the Commission, in its discretion, may proceed to investigate and determine the matters involved in such application without further or formal hearing. If because of an emergency a grant of temporary relief is found to be necessary before the expiration of the 15-day period, a hearing, upon a request filed within that period, may be held subsequently.

By the Commission, Division 2.

[SEAL] W. P. BARTEL, *Secretary.*

[F. R. Doc. 50-11649; Filed, Dec. 14, 1950; 8:46 a. m.]

SECURITIES AND EXCHANGE COMMISSION

[File No. 70-2538]

MICHIGAN CONSOLIDATED GAS CO. AND AUSTIN FIELD PIPE LINE CO.

NOTICE OF FILING

At a regular session of the Securities and Exchange Commission, held at its office in the city of Washington, D. C., on the 11th day of December A. D. 1950.

Notice is hereby given that Michigan Consolidated Gas Company ("Michigan Consolidated"), a public utility subsidiary of American Natural Gas Company ("American Natural"), a registered holding company, and Austin Field Pipe Line Company ("Austin"), a non-utility subsidiary of Michigan Consolidated, have filed a joint application-declaration with this Commission, pursuant to

the Public Utility Holding Company Act of 1935 ("act"), and have designated sectfons 9 (b) (1), 12 (c) and 12 (f) of the act and Rules U-42 and U-43 promulgated under the act as applicable to the transactions proposed in said joint application-declaration, which may be summarized as follows:

Applicants-declarants propose to take and cause to be taken the requisite corporate and other action necessary to effect the liquidation and dissolution of Austin and the acquisition of its assets by Michigan Consolidated in exchange for the surrender for cancellation by Michigan Consolidated of all of the outstanding common stock of Austin owned by Michigan Consolidated and the assumption by Michigan Consolidated of the liabilities of Austin and the cancellation of $7,295,039 of open account indebtedness owing by Austin to Michigan Consolidated. In support of the proposal, it is stated that Austin owns a 24-inch natural gas pipeline, 140 miles in length extending from the natural gas storage field in West Central Michigan to Detroit, which, since its construction in 1948, has been and is now being operated under lease by Michigan Consolidated as part of its natural gas transmission and distribution facilities. Austin also owns a 3,000 horsepower compressor station and dehydration plant located at the storage field, which are now being and will continue to be operated under lease by Michigan-Wisconsin Pipe Line Company, an affiliate of Michigan Consolidated and Austin, as part of its interstate pipeline facilities. It is further stated that upon consummation of the proposed transactions the pipeline and regulating and metering station will continue to be operated by Michigan Consolidated as a part of its gas distribution and transmission facilities supplying Detroit, Grand Rapids and other cities and communities in Michigan with natural gas.

It is also stated that the properties of Austin were constructed in the years 1947 and 1948 and are carried at original cost of $10,910,704, and that such properties will be recorded in the accounts of Michigan Consolidated on the same basis.

The application-declaration states that the Michigan Public Service Commission, the Federal Power Commission and the Securities and Exchange Commission have jurisdiction over the proposed transactions. Copies of the applications to the Michigan Public Service Commission and the Federal Power Commission are submitted as Exhibits to the application-declaration, and it is stated that the orders of those Commissions are to be obtained and filed as amendments to said application-declaration.

The application-declaration further states that except for miscellaneous expenses estimated at $700, the only fees to be incurred are legal fees estimated at $2,000, payable $500 to Dyer, Angell, Meek and Batten; $1,000 to Sidley, Austin, Burgess & Smith; and $500 to Wheat, May and Shannon.

Applicants-declarants request that the Commission enter an order, to become effective upon its issuance, on or before December 28, 1950, granting and permitting the application-declaration to become effective.

All interested persons are referred to said joint application-declaration, which is on file in the offices of the Commission, for a full statement of the transactions therein proposed.

Notice is further given that any interested person may, not later than December 26, 1950, at 5:30 p. m., e. s. t., request the Commission in writing that a hearing be held with respect to said application-declaration, stating the nature of his interest, the reasons for such request, and the issues, if any, of fact or law proposed to be controverted; or he may request that he be notified if the Commission should order a hearing with respect to said application-declaration. Any such request should be addressed: Secretary, Securities and Exchange Commission, 425 Second Street NW., Washington 25, D. C. At any time after December 26, 1950, said application-declaration, as filed or as amended, may be granted and permitted to become effective as provided in Rule U-23 of the rules and regulations promulgated under the act, or the Commission may exempt such transactions as provided in Rules U-20 and U-100 thereof.

By the Commission.

[SEAL] ORVAL L. DUBOIS, *Secretary.*

[F. R. Doc. 50-11641; Filed, Dec. 14, 1950; 8:45 a. m.]

DEPARTMENT OF JUSTICE

Office of Alien Property

AUTHORITY: 40 Stat. 411, 55 Stat. 839, Pub. Laws 322, 671, 79th Cong., 60 Stat. 50, 925; 50 U. S. C. and Supp. App. 1, 616; E. O. 9193, July 6, 1942, 3 CFR, Cum. Supp., E. O. 9567, June 8, 1945, 3 CFR, 1945 Supp., E. O. 9788, Oct. 14, 1946, 11 F. R. 11981.

[Vesting Order 16163]

EMMA BACHER ET AL.

In re: Interest in real property owned by Emma Bacher and others. D-28-8491.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emma Bacher, Gottfried Bacher, Mina Bacher and Richard Bacher, each of whose last known address is Freudenstadt, Schwarzwald, Wuerttemberg, Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the property described as follows: An undivided one-eighth (1/8) interest in real property situated in Tillamook County, Oregon, particularly described as the W½ of the W½ of Section 10, Township 6 South, Range 9, West of the Williamette Meridian, comprising 160 acres, together with all hereditaments, fixtures, improvements and appurtenances thereto, and any and all claims for rents, refunds, benefits or other payments, arising from the ownership of such property,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described in subparagraph 2 hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein, shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 5, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON, *Assistant Attorney General, Director, Office of Alien Property.*

[F. R. Doc. 50-11622; Filed, Dec. 13, 1950; 8:52 a. m.]

[Vesting Order 15536]

ALFRED M. KEIL ET AL.

In re: Rights of Alfred M. Keil et al., under insurance contract. File No. F-28-29031-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Alfred M. Keil and Maria Keil, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 11680379, issued by the New York Life Insurance Company, New York, New York, to Alfred M. Keil, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Alfred M. Keil or Maria Keil, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the

national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 8, 1950.

For the Attorney General.

[SEAL] PAUL V. MYRON,
Deputy Director,
Office of Alien Property.

[F. R. Doc. 50-11664; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 16165]

ELIZABETH EHMANN

In re: Interest in real property owned by Elizabeth Ehmann. F-28-31043-B-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Elizabeth Ehmann, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows: An undivided two-fifteenths (2/15ths) interest in real property situated in the Town of Esopus, County of Ulster, State of New York, particularly described in Exhibit A, attached hereto and by reference made a part hereof, together with all hereditaments, fixtures, improvements and appurtenances thereto, and any and all claims for rents, refunds, benefits, or other payments arising from the ownership of such property,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany);

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described in subparagraph 2 hereof, subject to recorded liens, encumbrances and other rights of record held by or for persons who are not nationals of designated enemy countries, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 5, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

EXHIBIT A

All that tract or parcel of land, situate in the town of Esopus, County of Ulster, and State of New York, fifty feet distant from the lot first described in a deed from Isaac F. Freer and wife to the Lawrence Cement Company and recorded in Book of Deeds No. 294 at page 419, Ulster County Clerk's Office measured along a certain highway and bounded and described as follows: Beginning on the easterly side of the said highway in the northeasterly bounds of the lot now or formerly of William Terpening and thence along the same south thirty-nine degrees and fifty eight minutes east two hundred and seven feet to the land now or formerly of Mrs. Hiram Freer, thence along the same north fifty-six degrees and twenty five minutes east one hundred feet, thence north thirty nine degrees and fifty seven minutes west two hundred and twenty six feet to said highway thence along the same south forty four degrees and twenty five minutes west one hundred feet to the place of beginning. Containing four hundred and ninety five one thousandths of an acre of land be the same more or less.

Excepting and reserving from the above described property so much of said premises described in a deed from the Lawrence Cement Company to John G. Freer, Jr., recorded in Ulster County Clerk's Office in Book of Deeds 306 at page 169, June 18th, 1892.

Being the same premises conveyed by Jacob Hess and Ida Hess, his wife, to Bertha Diebold, wife of Carl Diebold, by deed dated September 22, 1924, recorded in Ulster County Clerk's Office in Book of Deeds 506, at page 269.

[F. R. Doc. 50-11624; Filed, Dec. 13, 1950; 8:52 a. m.]

[Vesting Order 15890]

YAYE FUKASAWA

In re: Bank account owned by Yaye Fukasawa. F-39-6770-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Yaye Fukasawa, whose last known address is #1 Naka-no-cho, Azabu, Minato-ku, Tokyo, Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the property described as follows: That certain debt or other obligation of The Yokohama Specie Bank, Limited, Los Angeles Office, Los Angeles, California, and/or Superintendent of Banks and Liquidator of The Yokohama Specie Bank, Limited, Los Angeles Office, care of State Banking Department, 111 Sutter Street, San Francisco 4, California, arising out of Fixed Deposit Account Number 66620, entitled Mrs. Yaye Fukasawa, maintained at the aforesaid Los Angeles Office, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 21, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General.
Director, Office of Alien Property.

[F. R. Doc. 50-11665; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15891]

WALLY GREINER

In re: Debt owing to Wally Greiner. F-28-26650-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Wally Greiner, who there is reasonable cause to believe is a resident of Germany, is a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to Wally Greiner by Superintendent of Banks of the State of New York as Trustee for Depositors and Creditors of The Bank of United States, in Liquidation, 80 Spring Street, New York 12, New York, arising out of unclaimed liquidating dividends on Claim S-8596, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 21, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11666; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15903]

MARTHA VON WEEL

In re: Safe deposit lease, contents and bank account owned by Martha von Weel. F-28-17758-A-2, B-1, C-1, E-1, F-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Martha von Weel, whose last known address is Melsungen, Mühlenstrasse 1, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows:

a. All rights and interests created in Martha von Weel under and by virtue of a safe deposit box lease agreement by and between Martha von Weel and the Fidelity Union Trust Company, 755 Broad Street, Newark, New Jersey, relating to safe deposit box numbered 1815-A, located in the vaults of the aforesaid company, including particularly but not limited to the right of access to said safe deposit box,

b. All property of any nature whatsoever owned by Martha von Weel, located in the safe deposit box referred to in Subparagraph 2a hereof, and any and all rights of said person evidenced or represented thereby, and

c. That certain debt or other obligation owing to Martha von Weel by the Fidelity Union Trust Company, 755 Broad Street, Newark, New Jersey, arising out of a savings account, account numbered 124386, entitled "Martha von Weel" maintained with the aforesaid company, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 21, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11667; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15956]

SHINJIRO AND HIDE BANNO

In re: Rights of Chinjiro Banno and Hide Banno under insurance contract. File No. F-39-38-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Shinjiro Banno and Hide Banno, whose last known address is Japan, are residents of Japan and nationals of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 4 518 950 issued by the New York Life Insurance Company, New York, New York, to Shinjiro Banno, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid New York Life Insurance Company together with the right to demand, enforce, receive and collect the same, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Shinjiro Banno or Hide Banno, the aforesaid nationals of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11668; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15957]

HILDA KUBE BAUMANN AND WILLY BAUMANN

In re: Rights of Hilda Kube Baumann and Willy Baumann under insurance contract. File No. F-28-28574-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hilda Kube Baumann and Willy Baumann, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 4 866 811-A, issued by the Metropolitan Life Insurance Company, New York, New York, to Hilda Kube Baumann, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Metropolitan Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Hilda Kube Baumann or Willy Baumann, the aforesaid nationals

of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11669; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15958]

DR. TRAUGOTT BOHME AND OTTILIE REYLAENDER BOHME

In re: Rights of Dr. Traugott Bohme and Ottilie Reylaender Bohme under insurance contract. F-28-21983-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Dr. Traugott Bohme and Ottilie Reylaender Bohme, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 1956714 issued by The Equitable Life Assurance Society of the United States, New York, New York, to Dr. Traugott Bohme, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Equitable Life Assurance Society of the United States together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Dr. Traugott Bohme or Ottilie Reylaender Bohme, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11670; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15959]

ARNO F. AND ELLA BRUHM

In re: Rights of Arno F. Bruhm and Ella Bruhm under insurance contract. File No. D-28-107-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Arno F. Bruhm and Ella Bruhm, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 6124785, issued by the New York Life Insurance Company, New York, New York, to Arno F. Bruhm, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid New York Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Arno F. Bruhm or Ella Bruhm, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11671; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15963]

HEINRICH EIFFERT ET AL.

In re: Rights of Heinrich Eiffert, et al., under contract of insurance. File No. F-28-26878-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Heinrich Eiffert and Bertha Mathilde Eiffert, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the children, names unknown, of Heinrich Eiffert, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 4819055 issued by The Equitable Life Assurance Society of the United States, 393 Seventh Avenue, New York, New York, to Heinrich Eiffert, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Equitable Life Assurance Society of the United States together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Heinrich Eiffert or Bertha Mathilde Eiffert or the children, names unknown, of Heinrich Eiffert, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons named in subparagraph 1 hereof and the children, names unknown, of Heinrich Eiffert, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having

been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11672; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15965]

MARIA ELBS

In re: Rights of Maria Elbs under contract of insurance. File No. F-28-23019-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Maria Elbs, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due to Maria Elbs under a contract of insurance evidenced by Policy No. 21994129 issued by the John Hancock Mutual Life Insurance Company, 197 Clarendon Street, Boston, Massachusetts, to Maria Elbs, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of Martha Elbs, a resident of the United States, and of the aforesaid John Hancock Mutual Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Maria Elbs, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11673; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15966]

MRS. MARIE ELFERS AND KATHERINE SCHIMMER

In re: Rights of Mrs. Marie Elfers and Katherine Schimmer under insurance contract. File No. F-28-24758-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Mrs. Marie Elfers and Katherine Schimmer, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 11627113 issued by The Prudential Insurance Company of America, Newark, New Jersey, to Mrs. Marie Elfers, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Prudential Insurance Company of America, together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Mrs. Marie Elfers or Katherine Schimmer, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11674; Filed, Dec. 14, 1950; 8:49 a. m.]

[Vesting Order 15967]

JOHN FORSTENHAUSLER, ET AL.

In re: Rights of John Forstenhausler, et al. under insurance contract. File No. F-28-30598-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That John Forstenhausler, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown of John Forstenhausler, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. P 14335 issued by The Prudential Insurance Company of America, Newark, New Jersey, to John Forstenhausler, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Prudential Insurance Company of America together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by John Forstenhausler or the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of John Forstenhausler, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of John Forstenhausler, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the prop-

erty described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11675; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15968]

NOBUO FUJIMURA

In re: Rights of Nobuo Fujimura under contract of insurance. File No. F-39-46-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Nobuo Fujimura, whose last known address is Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the net proceeds due or to become due to Nobuo Fujimura under a contract of insurance evidenced by policy No. 15 199 169, issued by the New York Life Insurance Company, New York, New York, to Nobuo Fujimura, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of Florence H. Fujimura, a resident of England, and of the aforesaid New York Life Insurance Company together with the right to demand, enforce, receive and collect the same

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11676; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15972]

ALWIN G. GOEDEL ET AL.

In re: Rights of Alwin G. Goedel et al. under contract of insurance. File No. F-28-29775-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Alwin G. Goedel, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs-at-law, next-of-kin, legatees and distributees, names unknown, of Alwin G. Goedel, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 1,705,732 issued by The Equitable Life Assurance Society of the United States, New York, New York, to Alwin G. Goedel, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Equitable Life Assurance Society of the United States together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Alwin G. Goedel, or the domiciliary personal representatives, heirs-at-law, next-of-kin, legatees and distributees, names unknown, of Alwin G. Goedel, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof and the domiciliary personal representatives, heirs-at-law, next-of-kin, legatees and distributees, names unknown, of Alwin G. Goedel, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11679; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15979]

DORETTE HERWIG ET AL.

In re: Rights of Dorette Herwig et al. under insurance contract. File No. F-28-30656-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Dorette Herwig, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Dorette Herwig, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 94585820, issued by the Metropolitan Life Insurance Company, New York, New York, to Dorette Herwig, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Metropolitan Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Dorette Herwig or the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Dorette Herwig, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof and the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Dorette Herwig, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General
Director, Office of Alien Property.

[F. R. Doc. 50-11685; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15980]

HUGO J. AND LEONY HILLEN

In re: Rights of Hugo J. Hillen and Leony Hillen under insurance contract. File No. F-28-28127-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hugo J. Hillen and Leony Hillen, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 7 377 070 issued by The Prudential Insurance Company of America, Newark, New Jersey, to Hugo J. Hillen, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Prudential Insurance Company of America together with the right to demand, enforce, receive and collect the same, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Hugo J. Hillen or Leony Hillen the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11687; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16059]

PAULINE SARA DAVID ET AL.

In re: Rights of Pauline Sara David et al., under insurance contract. File No. D-28-10977-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Pauline Sara David, Dora Sara David, Elizabeth Sara David and Sophie Sara David, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 843332, issued by The Union Central Life Insurance Company, Cincinnati, Ohio, to Rudolph Ney, together with the right to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11686; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15970]

EMERAM AND CHRISTINA GIERISCH

In re: Rights of Emeram Gierisch and Christina Gierisch under contract of insurance. File No. F-28-24542-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emeram Gierisch and Christina Gierisch, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 4 050 700 A issued by the Metropolitan Life Insurance Company, New York, New York, to Emeram Gierisch, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Metropolitan Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Emeram Gierisch or Christina Gierisch the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11677; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15971]

HEINZ GIRMANN ET AL.

In re: Rights of Heinz Girmann, et al., under contract of insurance. File No. F-28-24540-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Execu-

tive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Heinz Girmann and Erna Girmann, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 11160499A issued by the Metropolitan Life Insurance Company, 1 Madison Avenue, New York City, New York, to Heinz Girmann, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Metropolitan Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Heinz Germann or Erna Girmann, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11678; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15973]

EMMY K. GRABER ET AL.

In re: Rights of Emmy K. Graber, et al, under an insurance contract. (File No. D-28-8451-H-1).

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emmy K. Graber, Theodor Graber and Werner Theodor Graber, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 17 396 746 issued by the New York Life Insurance Company, New York, New York, to Emmy K. Graber, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid New York Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Emmy K. Graber or Theodor Graber or Werner Theodor Graber, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11680; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15974]

EMIL E. AND EDITH GUNDERMANN

In re: Rights of Emil E. Gundermann and Edith Gundermann under insurance contract. File F-28-8146-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emil E. Gundermann and Edith Gundermann, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 283 282 issued by the Northwestern National Life Insurance Company, Minneapolis, Minnesota, to Emil E. Gundermann, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid Northwestern National Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Emil E. Gundermann or Edith Gundermann, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11681; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15976]

SAYOKO AND SAHEI HAMASAKI

In re: Rights of Sayoko Hamasaki and Sahei Hamasaki under insurance contract. File No. F-39-5856-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Sayoko Hamasaki and Sahei Hamasaki, whose last known address is Japan, are residents of Japan and nationals of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. D 10 374 043 issued by the Prudential Insurance Company, Newark, New Jersey, to Sayoko Hamasaki, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid The Prudential Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or

deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Sayoko Hamasaki or Sahei Hamasaki, the aforesaid nationals of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11682; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15977]

EMMA HAMERSCHMIDT

In re: Rights of Emma Hamerschmidt under contract of insurance. File No. F-28-24501-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emma Hamerschmidt, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due to Emma Hamerschmidt under a contract of insurance evidenced by Policy No. 6591-167C issued by the Metropolitan Life Insurance Company, 1 Madison Avenue, New York City, New York, to Emma Hamerschmidt, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of Helen Hamerschmidt, a resident of the United States, and of the aforesaid Metropolitan Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by Emma Hamerschmidt, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11683; Filed, Dec. 14, 1950; 8:50 a. m.]

[Vesting Order 15978]

GENGO AND TOKO HASHIDZUME

In re: Rights of Gengo Hashidzume and Toko Hashidzume under insurance contract. File No. F-39-6354-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Gengo Hashidzume and Toko Hashidzume, whose last known address is Japan, are residents of Japan and nationals of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 4 359 686 issued by the New York Life Insurance Company, New York, New York, to Gengo Hashidzume, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid New York Life Insurance Company together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, Gengo Hashidzume or Toko Hashidzume, the aforesaid nationals of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11684; Filed, Dec. 14, 1950; 8.50 a. m.]

[Vesting Order 16061]

ORNO (ARNO) O. HANSEL

In re: Rights of the domiciliary personal representatives, et al., names unknown, of Orno (Arno) O. Hansel, deceased under insurance contract. File No. D-28-10916-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Orno (Arno) O. Hansel, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 505-707, issued by the Woodmen of the World, Denver, Colorado, to Orno (Arno) O. Hansel, together with the right to demand, receive, and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the domiciliary personal representatives, heirs, next of kin, legatees and distributees, names unknown, of Orno (Arno) O. Hansel, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being

deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11688; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16062]

JAMES HEILOWAY ET AL.

In re: Rights of James Heilloway et al. under contract of insurance. File No. F-28-28398-H-2.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That James Heilloway, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown, of James Heilloway, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 65892524, issued by The Prudential Insurance Company of America, Newark, New Jersey, to James Heilloway, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, James Heilloway or the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown, of James Heilloway, the aforesaid nationals of a designated enemy county (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof and the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown, of James Heilloway, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11689; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16073]

CARL GUSTAV RICHARD SCHMIDT

In re: Estate of Carl Gustav Richard Schmidt, also known as Richard Schmidt, deceased. File No. D-28-12226; E. T. sec. 16447.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hannah Schmidt, Käthe Hall and Max Kauer, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs-at-law, next of kin, legatees and distributees, names unknown, of Lida Jungheim, deceased, and of Martha Dyck, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That all right, title, interest and claim of any kind or character whatsoever of the persons identified in subparagraphs 1 and 2 hereof, and each of them, in and to the trust under the will of Carl Gustav Richard Schmidt, also known as Richard Schmidt, deceased, now in the possession, custody or control of Max A. Schmidt, Carl R. Schmidt and Bernhard H. Schmidt, as trustees,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the persons identified in subparagraph 1 hereof, and the domiciliary personal representatives, heirs-at-law, next of kin, legatees and distributees, names unknown, of Lida Jungheim, deceased, and of Martha Dyck, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11691; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16063]

JULIANE HIRSCH ET AL.

In re: Rights of Juliane Hirsch, et al, under an insurance contract. File No. D-28-2226-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Juliane Hirsch, Hans Hirsch, Dina Hirsch and Otto Hirsch, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 51 771, issued by the Workmen's Benefit Fund, Brooklyn, New York, to J. Max Hirsch, together with the right to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11690; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16077]

AMERICAN CHAMBER OF COMMERCE IN GERMANY

In re: Bank account owned by the American Chamber of Commerce in Germany. F-28-22133-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the American Chamber of Commerce, the last known address of which is Unter den Linden 38, Berlin N.-W. 7, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Berlin, Germany and is a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to the American Chamber of Commerce in Germany by The Chase National Bank of the City of New York, 18 Pine Street, New York 15, New York, arising out of a checking account, entitled American Chamber of Commerce in Germany, maintained at the aforesaid bank, together with any and all accruals to the aforesaid debt or other obligation, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11692; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16081]

HILDEGARD VON DANNENBERG

In re: Stock and bonds owned by the personal representatives, heirs, next of kin, legatees and distributees of Hildegard von Dannenberg, deceased. F-28-31071.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the personal representatives, heirs, next of kin, legatees and distributees of Hildegard von Dannenberg, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

2. That the property described as follows:

a. Four hundred and forty-five (445) shares of $100 par value common capital stock of The Baltimore & Ohio Railroad Company, Baltimore, Maryland, a corporation organized under the laws of the State of Maryland, evidenced by certificates numbered 275160, 275418, 277844 and 282077 for one hundred (100) shares each registered in the name of Cobb & Co., and certificate number 326500 for forty-five (45) shares registered in the name of Merrick & Co., now presently in the custody of The New York Trust Company, 100 Broadway, New York, New York in an account in the name of H. M. H. Albert de Bary & Co. N. V., together with all declared and unpaid dividents thereon,

b. Seven (7) Baltimore & Ohio Railroad Company 4½% convertible bonds due 2010 bearing the numbers 13273/79 and presently in the custody of The New York Trust Company, 100 Broadway, New York, New York, in a Special Account in the name of Continentale Handelsbank N. V., and any and all rights thereunder and thereto,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the personal representatives, heirs, next of kin, legatees and distributees of Hildegard von Dannenberg, deceased, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the personal representatives, heirs, next of kin, legatees and distributees of Hildegard von Dannenberg, deceased, are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11693; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16082]

DEUTSCHE BANK UND DISCONTO GESELLSCHAFT

In re: Bank account owned by Deutsche Bank und Disconto Gesellschaft, also known as Direction Disconto Gesellschaft. F-28-1279-E-3.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Deutsche Bank and Disconto Gesellschaft, also known as Direction Disconto Gesellschaft, the last known address of which is Berlin, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Berlin, Germany, and is a national of a designated enemy country (Germany);

2. That the property described as follows: All right, title and interest of Deutsche Bank und Disconto Gesellschaft, also known as Direction Disconto Gesellschaft in and to that certain debt or other obligation of Guaranty Trust Company of New York, 140 Broadway, New York, New York, arising out of an outstanding Dollar Drafts Account, entitled Deutsche Bank und Disconto Gesellschaft, maintained at the aforesaid bank,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not

within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11694; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16083]

DIRECTION DER DISCONTO GESELLSCHAFT

In re: Bank account owned by Direction der Disconto Gesellschaft, also known as Deutsche Bank und Disconto Gesellschaft. F-28-1279-E-4.

Under the authority of the Trading With the Enemy Act as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Direction der Disconto Gesellschaft, also known as Deutsche Bank und Disconto Gesellschaft, the last known address of which is Berlin W8, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Berlin, Germany, and is a national of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation of Bankers Trust Company, 16 Wall Street, New York, New York, arising out of a Customers Dollar Draft account, entitled Direction der Disconto Gesellschaft, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Direction der Disconto Gesellschaft, also known as Deutsche Bank und Disconto Gesellschaft, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11695; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16084]

WAICHI HAYASHI

In re: Bank account owned by Waichi Hayashi also known as W. Hayashi. D-39-3786-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Waichi Hayashi, also known as W. Hayashi, whose last known address is Shimoku, Hagashi-zu, Ogoricho, Yoshiki-gun, Yamaguchi Prefecture, Honshu, Japan, is a resident of Japan and a national of a designated enemy country (Japan);

2. That the property described as follows: That certain debt or other obligation of Seattle-First National Bank, Second Avenue at Cherry St., Seattle, Washington, arising out of a checking account, entitled Union Clothing Company, maintained at the branch office of the aforesaid bank located at 526 Jackson Street, Seattle, Washington, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Waichi Hayashi, also known as W. Hayashi, the aforesaid national of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11696; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16085]

EMIL HORN

In re: Bank account owned by the personal representatives, heirs, next of kin, legatees and distributees of Emil Horn, deceased. F-28-31070-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That the personal representatives, heirs, next of kin, legatees and distributees of Emil Horn, deceased, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

2. That the property described as follows: That certain debt or other obligation owing to the personal representatives, heirs, next of kin, legatees and distributees of Emil Horn, deceased, by The Central National Bank of Richmond, 219 East Broad Street, Richmond 19, Virginia, arising out of a Checking account, entitled Emil Horn, maintained at the aforesaid bank, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of, or on account of, or owing to, or which is evidence of ownership or control by, the personal representatives, heirs, next of kin, legatees and distributees of Emil Horn, deceased, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons identified in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the prop-

erty described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11697; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16086]

KURT LINDENBERG

In re: Bank account owned by Kurt Lindenberg. F-28-30909-E-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Kurt Lindenberg, whose last known address is Hamburg, Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows:

a. That certain debt or other obligation of The Chase National Bank of the City of New York, 18 Pine Street, New York, New York, arising out of an inactive checking account, entitled Kurt Lindenberg, maintained at the branch office of the aforesaid Bank, located at Cristobal, Canal Zone, Panama, and any and all rights to demand, enforce and collect the same, and

b. That certain debt or other obligation of The Chase National Bank of the City of New York, 18 Pine Street, New York, New York, arising out of a savings account, account number 30327, entitled Kurt Lindenberg, maintained at the branch office of the aforesaid Bank, located at Cristobal, Canal Zone, Panama, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11699; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 16090]

NORDSTERN ALLGEMEINE VERSICHERUNGS A. G. AND R. MEIHOFENER & CO.

In re: Debts owing to Nordstern Allgemeine Versicherungs A. G., also known as Nordstern Allgemeine Versich Aktiengesellschaft and as Nordstern Insurance Co. and to R. Meihofener & Company. F-28-8183-C-1, F-28-26341-C-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Nordstern Allgemeine Versicherungs A. G., also known as Nordstern Allgemeine Versich Aktiengesellschaft and as Nordstern Insurance Co., the last known address of which is Berlin, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Berlin, Germany and is a national of a designated enemy country (Germany);

2. That R. Meihofener & Company, the last known address of which is Hamburg, Germany, is a corporation, partnership, association or other business organization, organized under the laws of Germany, and which has or, since the effective date of Executive Order 8389, as amended, has had its principal place of business in Hamburg, Germany, and is a national of a designated enemy country (Germany);

(3) That the property described as follows:

a. Those certain debts or other obligations of Johnson & Higgins, 63 Wall Street, New York 5, New York, representing recoveries from colliding vessel of General Average charges due from shipment on Str. "City of Hamburg" accident, December 1937, under Interests 49, 49A, 85 and 97, and any and all rights to demand, enforce and collect the same, and

b. That certain debt and other obligation of Johnson & Higgins, 63 Wall Street, New York 5, New York, representing General Average Deposits made by consignees as security for payment of General Average charges due from cargo on Str. "Santa Rita" accident, February 1938, under interest 698, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by the person named in subparagraph 1 hereof, the aforesaid national of a designated enemy country (Germany);

4. That the property described as follows: Those certain debts or other obligations of Johnson & Higgins, 63 Wall Street, New York 5, New York, representing balances from allowances for damages to cargo and deposits made by consignees as security for payment of General Average charges due from shipment on Str. "Santa Rita" accident, February 1938, under interests 629B, 629D, 629E, and 629F, and any and all rights to demand, enforce and collect the same,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by the person named in subparagraph 2 hereof, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

5. That to the extent that the persons named in subparagraphs 1 and 2 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11700; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 16086]

EMIL KUNERT

In re: Stock owned by Emil Kunert. F-28-27085-D-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Ex-

ecutive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Emil Kunert, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the property described as follows: Twenty-five (25) shares of no par value common capital stock of National Power & Light Company, 2 Rector Street, New York 6, New York, a corporation organized under the laws of the State of New Jersey, evidenced by a certificate numbered 112780, registered in the name of Emil Kunert, together with all declared and unpaid dividends thereon, and all rights and privileges under a plan of dissolution dated August 23, 1941,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 1, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11698; Filed, Dec. 14, 1950; 8:51 a. m.]

[Vesting Order 16104]

BERNHARDINE BECKER

In re: Rights of Bernhardine Becker under insurance contract. File No. D-28-3880-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Bernhardine Becker, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. GR-4158R—Certificate No. 397, issued by the Aetna Life Insurance Company, Hartford, Connecticut, to William Liesen, together with the right to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 4, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11701; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 16105]

WILLIAM DAGENBACH

In re: Rights of William Dagenbach, under insurance contract. File No. F-28-24697-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That William Dagenbach, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 11,720,505 A, issued by the Metropolitan Life Insurance Company, New York, New York, to Marta Dagenbach, together with the right to demand, receive and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid national of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the person named in subparagraph 1 hereof is not within a designated enemy country, the national interest of the United States requires that such person be treated as a national of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 4, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11702; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 16106]

MARTHA SCHMIDT DREHER ET AL.

In re: Rights of Martha Schmidt Dreher et al., under insurance contract. File No. F-28-31016-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Martha Schmidt Dreher, whose last known address is Germany, is a resident of Germany and a national of a designated enemy country (Germany);

2. That the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown of Martha Schmidt Dreher, who there is reasonable cause to believe are residents of Germany, are nationals of a designated enemy country (Germany);

3. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 82297668, issued by The Prudential Insurance Company of America, Newark, New Jersey, to Martha Schmidt Dreher, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Martha Schmidt Dreher or the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown, of Martha Schmidt Dreher, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

4. That to the extent that the person named in subparagraph 1 hereof and

the domiciliary personal representatives, heirs at law, next of kin, legatees and distributees, names unknown, of Martha Schmidt Dreher are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany);

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 4, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11703; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 16109]

KENICHI AND TSURUO FUJIOKI

In re: Rights of Kenichi Fujioki and Tsuruo Fujioki under insurance contract. File No. D-39-19227-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Kenichi Fujioki and Tsuruo Fujioki, whose last known address is Japan, are residents of Japan and nationals of a designated enemy country (Japan);

2. That the net proceeds due or to become due under a contract of insurance evidenced by Policy No. 15 018 832, issued by the New York Life Insurance Company, New York, New York, to Kenichi Fujioki, together with the right to demand, receive and collect said net proceeds, is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, Kenichi Fujioki or Tsuruo Fujioki, the aforesaid nationals of a designated enemy country (Japan);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Japan).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 4, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11704; Filed, Dec. 14, 1950; 8:52 a. m.]

[Vesting Order 15536, Amdt.]

ALFRED M. KEIL ET AL.

In re: Rights of Alfred M. Keil et al. under insurance contract. File No. F-28-29031-H-1.

Vesting Order 15536 dated November 8, 1950, is hereby amended to read as follows:

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Alfred M. Keil and Maria Keil, whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 11680379, issued by the New York Life Insurance Company, New York, New York, to Alfred M. Keil, and any and all other benefits and rights of any kind or character whatsoever under or arising out of said contract of insurance except those of the aforesaid New York Life Insurance Company, together with the right to demand, enforce, receive and collect the same is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by Alfred M. Keil or Maria Keil, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on November 28, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11706; Filed, Dec. 14, 1950; 8:53 a. m.]

[Vesting Order 16111]

HANS AND ERHARD HAGER

In re: Rights of Hans Hager and Erhard Hager under insurance contract. File No. D-28-1402-H-1.

Under the authority of the Trading With the Enemy Act, as amended, Executive Order 9193, as amended, and Executive Order 9788, and pursuant to law, after investigation, it is hereby found:

1. That Hans Hager and Erhard Hager whose last known address is Germany, are residents of Germany and nationals of a designated enemy country (Germany);

2. That the net proceeds due or to become due under a contract of insurance evidenced by policy No. 3765G, Serial 78, issued by the Metropolitan Life Insurance Company, New York, New York, to John Noack, together with the right to demand, receive, and collect said net proceeds,

is property within the United States owned or controlled by, payable or deliverable to, held on behalf of or on account of, or owing to, or which is evidence of ownership or control by, the aforesaid nationals of a designated enemy country (Germany);

and it is hereby determined:

3. That to the extent that the persons named in subparagraph 1 hereof are not within a designated enemy country, the national interest of the United States requires that such persons be treated as nationals of a designated enemy country (Germany).

All determinations and all action required by law, including appropriate consultation and certification, having been made and taken, and, it being deemed necessary in the national interest,

There is hereby vested in the Attorney General of the United States the property described above, to be held, used, administered, liquidated, sold or otherwise dealt with in the interest of and for the benefit of the United States.

The terms "national" and "designated enemy country" as used herein shall have the meanings prescribed in section 10 of Executive Order 9193, as amended.

Executed at Washington, D. C., on December 4, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General,
Director, Office of Alien Property.

[F. R. Doc. 50-11705; Filed, Dec. 14, 1950; 8:52 a. m.]

[Return Order 690]

SOCIETE ANONYME DES ATELIERS BRILLIE FRERES

Having considered the claim set forth below and having issued a determination allowing the claim, which is incorporated by reference herein and filed herewith,

It is ordered, That the claimed property, described below and in the determination, including all royalties accrued thereunder and all damages and profits recoverable for past infringement thereof, be returned after adequate provision for taxes and conservatory expenses:

Claimant, Claim Number, Notice of Intention To Return Published, and Property

Societe Anonyme des Ateliers Brillie Freres, Levallois-Perret (Seine), France; Claims Nos. 6933 and 27734; June 14, 1950 (15 F. R. 3804); property described in Vesting Order No. 666 (8 F. R. 5047, April 17, 1943), relating to United States Letters Patent Nos. 1,826,719; 1,920,179; 1,922,836; 1,933,086; 1,933,087; 1,933,088; 1,933,089; 1,945,989; 1,945,990; 1,965,762; 1,965,763; 1,998,435.

All interests and rights (including all royalties and other monies payable or held with respect to such interests and rights and all damages for breach of the agreement hereinafter described, together with the right to sue therefor) created in Societe Anonyme des Ateliers Brillie Freres by virtue of an agreement dated December 20, 1932, and February 21, 1933 (including all modifications thereof or supplements thereto, if any), by and between Societe Anonyme des Ateliers Brillie Freres and Jaeger Watch Company, Inc., relating, among others, to Patent No. 1,926,719; to the extent owned by Societe Anonyme des Ateliers Brillie Freres, immediately prior to the vesting thereof by Vesting Order No. 2047 (8 F. R. 13272, September 29, 1943).

This return shall not be deemed to include the rights of any licensees under the above mentioned patents and license agreement. In connection with this return the Attorney General of the United States and Societe Anonyme des Ateliers Brillie Freres have entered into an agreement dated April 28, 1950 providing that the Attorney General will receive that portion of any recovery obtained against the Jaeger Watch Company which represents royalties on patents used in war production pursuant to the terms of paragraph 6 (c) of the Memorandum of Understanding between the United States of America and the Provisional Government of the French Republic dated May 28, 1946. A copy of this agreement is attached as Exhibit A to the Determination filed herewith.

Appropriate documents and papers effectuating this order will issue.

Executed at Washington, D. C., on December 7, 1950.

For the Attorney General.

[SEAL] HAROLD I. BAYNTON,
Assistant Attorney General, Director, Office of Alien Property.

[F. R. Doc. 50-11707; Filed, Dec. 14, 1950; 8:53 a. m.]