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Title 7—AGRICULTURE

Chapter VII—Commodity Stabilization Service (Farm Marketing Quotas and Acreage Allotments), Department of Agriculture

[Amdt. 6]

PART 722—COTTON

Subpart—Regulations Pertaining to Marketing Quotas for Upland Cotton of the 1958 and Succeeding Crops

NORMAL YIELD

Basis and purpose. The purpose of this amendment to the Regulations Pertaining to Marketing Quotas for Upland Cotton of the 1958 and Succeeding Crops (23 F.R. 3231, 5533, 6588, 9630, and 24 F.R. 3814, 5105) is to establish the normal yields for counties for the 1959 crop year. Such normal yields for counties as established by the Director, are hereby approved by the Administrator of Commodity Stabilization Service in accordance with §§ 722.2(d) (8) and 722.50. In order that such normal yields may be used by county committees in connection with determinations of farm normal yields, it is essential that this amendment be made effective as soon as possible. Accordingly, it is hereby found and determined that compliance with the notice and public procedure requirements and compliance with the 30-day effective date requirement of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) is impracticable and contrary to the public interest and this amendment shall be effective upon filing of this document with the Director, Office of the Federal Register.

Section 722.50 of the Regulations Pertaining to Marketing Quotas for Upland Cotton of the 1958 and Succeeding Crops is hereby amended by addition of a new paragraph (b) at the end thereof which reads as follows:

(b) *For 1959 crop year.* The following table sets forth the normal yields for the 1959 crop year, as adjusted pursuant to § 722.2(d) (8), which are established for the respective counties.

ALABAMA		ARIZONA	
County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Autauga	475	Cochise	811
Baldwin	350	Gila	637
Barbour	310	Graham	868
Bibb	424	Greenlee	842
Blount	406	Maricopa	1121
Bullock	294	Mohave	661
Butler	416		
Calhoun	349	ARKANSAS	
Chambers	345	Arkansas	445
Cherokee	474	Ashley	535
Chilton	396	Baxter	232
Choctaw	324	Boone	281
Clarke	280	Bradley	294
Clay	335	Calhoun	339
Cleburne	294	Chicot	472
Coffee	335	Clark	327
Colbert	403	Clay	415
Conecuh	313	Cleburne	236
Coosa	277	Cleveland	296
Covington	368	Columbia	214
Crenshaw	321	Conway	355
Cullman	442	Craighead	416
Dale	359		
Dallas	406	Houston	362
De Kalb	452	Jackson	424
Elmore	460	Jefferson	393
Escambia	467	Lamar	363
Etowah	419	Lauderdale	362
Fayette	400	Lawrence	432
Franklin	376	Lee	380
Geneva	413	Limestone	429
Greene	361	Lowndes	394
Hale	405	Macon	337
Henry	369	Madison	437
		Marengo	371
		Marion	349
		Marshall	481
		Mobile	367
		Monroe	443
		Montgomery	351
		Morgan	415
		Perry	412
		Pickens	383
		Pike	284
		Randolph	339
		Russell	297
		St. Clair	381
		Shelby	446
		Sumter	373
		Talladega	317
		Tallapoosa	324
		Tuscaloosa	399
		Walker	328
		Washington	349
		Wilcox	390
		Winston	352
		Pima	920
		Pinal	1060
		Santa Cruz	751
		Yavapai	974
		Yuma	1008

(Continued on next page)

CONTENTS

	Page
Agricultural Marketing Service	
Rules and regulations:	
Lemons grown in California and Arizona; handling limitation	7059
Milk in Wichita, Kans., marketing area; order suspending certain provision	7059
Agriculture Department	
See also Agricultural Marketing Service; Commodity Stabilization Service.	
Notices:	
Minnesota; production emergency loan	7083
Atomic Energy Commission	
Notices:	
Industrial Reactor Laboratories, Inc.; amendment to facility license	7084
Commodity Stabilization Service	
Rules and regulations:	
Cotton; normal yields for 1959 crop year:	
Extra long staple	7058
Upland	7055
Federal Aviation Agency	
Proposed rule making:	
Federal airways and control zones and areas; designations and modifications (4 documents)	7081-7083
Rules and regulations:	
Airworthiness, miscellaneous amendments:	
Airplanes:	
Normal, utility, and acrobatic categories	7065
Transport categories	7067
Engines	7076
Rotorcraft:	
Normal category	7072
Transport categories	7074
Certification requirements for airworthiness of other than newly-manufactured aircraft	7065
Federal Deposit Insurance Corporation	
Rules and regulations:	
Payment of deposits and interest thereon by insured non-member banks	7062



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Federal Trade Commission	Page
Proposed rule making:	
Tire and tube repair material industry; hearing, etc.	7083
Rules and regulations:	
Cease and desist orders:	
Harry Graff & Son, Inc., et al.	7059
Irving G. Katz Co., Inc., et al.	7060
Kolomer Bros., Inc., et al.	7061
Leviat Brothers, Inc., et al.	7061

Fish and Wildlife Service	
Rules and regulations:	
Migratory game birds; open seasons, bag limits, and possession.	7079

Interior Department	
See Fish and Wildlife Service; Land Management Bureau.	

Internal Revenue Service	
Rules and regulations:	
Distilled spirits, labeling and advertising; miscellaneous amendments.	7078

Interstate Commerce Commission	
Notices:	
Motor carrier transfer proceedings.	7086

Land Management Bureau	
Rules and regulations:	
Arizona; public land order.	7079

Securities and Exchange Commission	
Notices:	
Norton Portland Corp.; hearing, etc.	7086

Selective Service System	
Rules and regulations:	
Preparation for classification; lists of registrants.	7078

Small Business Administration	
Rules and regulations:	
Grants for small business research; miscellaneous amendments.	7063

Treasury Department	
See Internal Revenue Service.	

12 CFR	Page
217	7062
219	7062
224	7062
329	7062

13 CFR	
128	7063

14 CFR	
1	7065
3	7065
4b	7067
6	7072
7	7074
13	7076

<i>Proposed rules:</i>	
600 (2 documents)	7081, 7083
601 (3 documents)	7082, 7083

16 CFR	
13 (4 documents)	7059-7061
<i>Proposed rules:</i>	
1-310	7083

27 CFR	
5	7078

32 CFR	
1621	7078

43 CFR	
<i>Public land orders:</i>	
1964	7079

50 CFR	
6	7079

ARKANSAS—Continued

Normal yield (pounds per acre)		Normal yield (pounds per acre)	
County	acre	County	acre
Howard	295	Phillips	503
Independence	383	Pike	251
Izard	317	Poinsett	444
Jackson	409	Polk	268
Jefferson	583	Pope	392
Johnson	526	Prairie	423
Lafayette	486	Pulaski	457
Lawrence	424	Randolph	439
Lee	488	St. Francis	518
Lincoln	552	Saline	242
Little River	365	Scott	235
Logan	454	Searcy	326
Lonoke	504	Sebastian	367
Marion	293	Sevier	287
Miller	389	Sharp	284
Mississippi	512	Stone	189
Monroe	487	Union	253
Montgomery	282	Van Buren	171
Nevada	214	Washington	199
Newton	269	White	323
Ouachita	274	Woodruff	480
Perry	452	Yell	432

CALIFORNIA

Fresno	965	Riverside	982
Imperial	1017	San Benito	841
Kern	1063	San Bernar-	
Kings	817	dino	458
Los Angeles	714	San Diego	842
Madera	747	Stanislaus	611
Merced	756	Tulare	797

FLORIDA

Alachua	385	Escambia	422
Baker	307	Cadsden	294
Bay	324	Gilchrist	172
Calhoun	345	Hamilton	260
Clay	515	Hillsborough	216
Columbia	217	Holmes	347
Dixie	263	Jackson	270
Duval	347	Jefferson	215

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.

A Cumulative Codification Guide covering the current month appears at the end of each issue beginning with the second issue of the month.

7 CFR	Page
722 (2 documents)	7055, 7058
953	7059
968	7059

CFR SUPPLEMENTS

(As of January 1, 1959)

The following Supplements are now available:

Titles 1-3 (\$1.00)
General Index (\$0.75)

All other Supplements and revised books have been issued and are now available.

Order from Superintendent of Documents, Government Printing Office, Washington 25, D.C.

CONTENTS—Continued

Federal Power Commission	Page
Notices:	
Hearings, etc.:	
Falcon Seaboard Drilling Co. et al. and Jake L. Hamon	7084
Pennsylvania Power and Light Co.	7084
Petroleum, Inc.	7085
Sohio Petroleum Co.	7085
Federal Reserve System	
Rules and regulations:	
Discount rates	7062
Industrial loans by Federal Reserve banks	7062
Payment of interest on deposits	7062

FLORIDA—Continued

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Lafayette	227	Putnam	157
Leon	248	Santa Rosa	387
Levy	273	Suwannee	343
Liberty	265	Taylor	227
Madison	274	Union	391
Nassau	359	Walton	355
Okaloosa	346	Washington	314

GEORGIA

Appling	345	Jeff Davis	333
Atkinson	337	Jefferson	345
Bacon	352	Jenkins	344
Baker	302	Johnson	349
Baldwin	266	Jones	272
Banks	479	Lamar	277
Barrow	400	Lanier	277
Bartow	469	Laurens	327
Ben Hill	370	Lee	342
Berrien	319	Liberty	179
Bibb	419	Lincoln	268
Bleckley	428	Long	355
Brantley	242	Lowndes	341
Brooks	363	Lumpkin	336
Bryan	342	McDuffie	321
Bulloch	369	McIntosh	211
Burke	349	Macon	431
Butts	304	Madison	445
Calhoun	386	Marion	309
Candler	327	Meriwether	362
Carroll	305	Miller	368
Catoosa	394	Mitchell	361
Chatham	195	Monroe	265
Chattahoochee	166	Montgomery	287
Chattooga	340	Morgan	387
Cherokee	323	Murray	289
Clarke	349	Muscogee	294
Clay	355	Newton	353
Clayton	276	Oconee	432
Clinch	269	Oglethorpe	370
Cobb	253	Paulding	306
Coffee	304	Peach	502
Colquitt	420	Pickens	261
Columbia	237	Pierce	314
Cook	374	Pike	375
Coweta	307	Polk	364
Crawford	432	Pulaski	331
Crisp	498	Putnam	267
Dade	244	Quitman	275
Dawson	250	Randolph	403
Decatur	300	Richmond	291
De Kalb	297	Rockdale	330
Dodge	340	Schley	371
Dooly	468	Screven	335
Dougherty	254	Seminole	437
Douglas	227	Spalding	311
Early	409	Stephens	380
Echols	278	Stewart	312
Effingham	313	Sumter	493
Elbert	438	Talbot	254
Emanuel	347	Taliaferro	243
Evans	357	Tattall	307
Fayette	365	Taylor	494
Floyd	367	Telfair	309
Forsyth	326	Terrell	490
Franklin	400	Thomas	364
Fulton	300	Tift	380
Gilmer	335	Toombs	374
Glascok	330	Treutlen	340
Gordon	414	Troup	288
Grady	404	Turner	371
Greene	268	Twiggs	297
Gwinnett	377	Upson	339
Habersham	361	Walker	295
Hall	331	Walton	412
Hancock	292	Ware	341
Haralson	322	Warren	288
Harris	284	Washington	381
Hart	458	Wayne	336
Henry	366	Webster	291
Houston	354	Wheeler	350
Irwin	385	White	355
Jackson	365	Whitfield	292
Jasper	359	Wilcox	412
		Wilkes	325
		Wilkinson	254
		Worth	395

ILLINOIS

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Alexander	420	Perry	345
Madison	252	Pulaski	363
Massac	393		

KANSAS

Cowley	149
Haskell	149
Montgomery	149

KENTUCKY

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Ballard	390	Graves	494
Calloway	323	Hickman	526
Carlisle	403	McCracken	416
Fulton	609	Marshall	315

LOUISIANA

Acadia	453	Lincoln	256
Allen	291	Livingston	327
Ascension	315	Madison	549
Assumption	344	Morehouse	493
Avoyelles	588	Natchitoches	391
Beauregard	245	Orleans	475
Bienville	268	Ouachita	477
Bossier	455	Pointe Coupee	532
Caddo	509	Rapides	562
Calcasieu	339	Red River	410
Caldwell	458	Richland	401
Cameron	344	Sabine	256
Catahoula	423	St. Helena	295
Claborne	212	St. James	363
Concordia	500	St. John the Baptist	292
De Soto	259	St. Landry	519
East Baton Rouge	305	St. Martin	468
East Carroll	498	St. Tammany	314
East Feliciana	324	Tangipahoa	315
Evangeline	515	Tensas	519
Franklin	397	Union	292
Grant	412	Vernilion	439
Iberia	310	Vernon	244
Iberville	275	Washington	333
Jackson	222	Webster	320
Jefferson	428	West Baton Rouge	534
Jefferson Davis	341	West Carroll	434
Lafayette	492	West Feliciana	366
Lafourche	319	Winn	190
La Salle	455		

MARYLAND

Caroline	279
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MISSISSIPPI

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Adams	323	Jackson	585
Alcorn	416	Jasper	332
Amite	366	Jefferson	337
Attala	410	Jefferson Davis	338
Benton	472	Jones	384
Bolivar	499	Kemper	330
Calhoun	528	Lafayette	392
Carroll	480	Lamar	397
Chickasaw	440	Lauderdale	367
Choctaw	368	Lawrence	341
Claborne	415	Leake	446
Clarke	321	Lee	396
Clay	395	Leflore	496
Coahoma	550	Lincoln	356
Copiah	371	Lowndes	381
Covington	371	Madison	421
De Soto	523	Marion	350
Forrest	370	Marshall	465
Franklin	299	Monroe	450
George	360	Montgomery	497
Greene	401	Neshoba	362
Grenada	466	Newton	317
Hancock	350	Okubee	455
Harrison	313	Oktibbeha	338
Hinds	370	Panola	458
Holmes	538	Pearl River	365
Humphreys	505	Perry	316
Issaquena	490	Pike	313
Itawamba	419		

MISSISSIPPI—Continued

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Pontotoc	471	Tishomingo	364
Prentiss	458	Tunica	533
Quitman	477	Union	437
Rankin	411	Walthall	354
Scott	403	Warren	468
Sharkey	484	Washington	493
Simpson	338	Wayne	338
Smith	398	Webster	449
Stone	315	Wilkinson	350
Sunflower	506	Winston	386
Tallahatchie	483	Yalobusha	434
Tate	510	Yazoo	494
Tippah	441		

MISSOURI

Bollinger	264	New Madrid	508
Butler	416	Oregon	218
Cape Girardeau	393	Ozark	227
Carters	258	Pemiscot	515
Dunklin	471	Ripley	250
Howell	184	Scott	497
Jefferson	247	Stoddard	561
Mississippi	550	Vernon	272
		Wayne	223

NEVADA

Clark	515
Nye	644

NEW MEXICO

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Chaves	847	Lea	678
Curry	358	Luna	962
De Baca	628	Otero	777
Dona Ana	797	Quay	488
Eddy	883	Roosevelt	369
Grant	879	Sierra	822
Guadalupe	387	Socorro	711
Hidalgo	882	Valencia	522

NORTH CAROLINA

Alamance	334	Johnston	423
Alexander	349	Jones	303
Anson	348	Lee	346
Beaufort	503	Lenoir	414
Bertie	473	Lincoln	349
Bladen	298	Martin	443
Brunswick	267	Mecklenburg	357
Burke	307	Montgomery	326
Cabarrus	340	Moore	360
Caldwell	263	Nash	393
Camden	474	New Hanover	255
Carteret	311	Northampton	463
Catawba	366	Onslow	313
Chatham	318	Orange	360
Chowan	532	Pamlico	332
Cleveland	402	Pasquotank	387
Columbus	302	Pender	291
Craven	381	Perquimans	472
Cumberland	350	Pitt	393
Currituck	361	Polk	373
Davidson	351	Randolph	316
Davie	325	Richmond	301
Duplin	384	Robeson	372
Durham	329	Rowan	365
Edgecombe	430	Rutherford	380
Forsyth	282	Sampson	392
Franklin	320	Scotland	340
Gaston	415	Stanly	384
Gates	494	Tyrrell	544
Granville	311	Union	382
Greene	392	Vance	327
Guilford	358	Wake	314
Halifax	438	Warren	378
Harnett	410	Washington	451
Hertford	489	Wayne	421
Hoke	372	Wilkes	245
Hyde	291	Wilson	417
Iredell	374	Yadkin	314

OKLAHOMA

Adair	157	Blaine	236
Atoka	186	Bryan	224
Beaver	119	Caddo	276
Beckham	185	Canadian	268

RULES AND REGULATIONS

OKLAHOMA—Continued

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Carter	171	McClain	324
Cherokee	166	McCurtain	380
Choctaw	295	McIntosh	255
Cleveland	364	Major	165
Coal	250	Marshall	294
Comanche	163	Mayes	225
Cotton	213	Murray	344
Craig	233	Muskogee	324
Creek	202	Noble	222
Custer	254	Nowata	172
Dewey	178	Okfuskee	207
Ellis	166	Oklahoma	195
Garfield	176	Okmulgee	171
Garvin	332	Osage	279
Grady	318	Pawnee	215
Grant	147	Payne	226
Greer	218	Pittsburg	255
Harmon	291	Pontotoc	213
Harper	108	Pottawatomie	233
Haskell	283	Pushmataha	136
Hughes	232	Roger Mills	171
Jackson	358	Rogers	198
Jefferson	214	Seminole	158
Johnston	235	Sequoyah	379
Kay	247	Stephens	198
Kingfisher	186	Texas	272
Kiowa	204	Tillman	267
Latimer	146	Tulsa	310
Le Flore	299	Wagoner	248
Lincoln	186	Washington	230
Logan	224	Washita	240
Love	238	Woodward	138

SOUTH CAROLINA

Abbeville	408	Greenwood	376
Aiken	333	Hampton	411
Allendale	394	Horry	277
Anderson	433	Jasper	356
Bamberg	378	Kershaw	313
Barnwell	365	Lancaster	352
Beaufort	374	Laurens	418
Berkeley	313	Lee	417
Calhoun	440	Lexington	330
Charleston	249	McCormick	369
Cherokee	365	Marion	327
Chester	435	Marlboro	341
Chesterfield	286	Newberry	353
Clarendon	437	Oconee	453
Colleton	365	Orangeburg	415
Darlington	351	Pickens	421
Dillon	314	Richland	376
Dorchester	437	Saluda	402
Edgefield	420	Spartanburg	326
Fairfield	349	Sumter	404
Florence	371	Union	339
Georgetown	255	Williamsburg	368
Greenville	473	York	414

TENNESSEE

Bedford	355	Lawrence	358
Benton	353	Lewis	306
Bradley	350	Lincoln	370
Cannon	320	Loudon	378
Carroll	491	McMinn	276
Chester	473	McNairy	481
Coffee	382	Madison	476
Crockett	521	Marion	391
Cumberland	207	Marshall	355
Davidson	324	Mauzy	315
Decatur	338	Meigs	282
De Kalb	367	Monroe	268
Dyer	506	Moore	375
Fayette	444	Obion	534
Franklin	435	Perry	376
Gibson	515	Polk	336
Giles	329	Rhea	248
Grundy	377	Roane	284
Hamilton	341	Rutherford	414
Hardeman	463	Shelby	475
Hardin	364	Tipton	508
Haywood	473	Van Buren	236
Henderson	467	Warren	327
Henry	426	Wayne	324
Hickman	303	Weakley	475
Humphreys	300	White	281
Knox	447	Williamson	332
Lake	661	Wilson	350
Lauderdale	509		

TEXAS

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Anderson	161	Gray	208
Andrews	211	Grayson	203
Angelina	280	Gregg	245
Aransas	259	Grimes	306
Archer	221	Guadalupe	159
Armstrong	240	Hale	579
Atascosa	252	Hall	222
Austin	341	Hamilton	144
Bailey	331	Hansford	345
Bandera	202	Hardeman	264
Bastrop	147	Hardin	285
Baylor	244	Harris	360
Bee	206	Harrison	242
Bell	176	Hartley	214
Bexar	136	Haskell	224
Blanco	128	Hays	180
Borden	227	Hemphill	213
Bosque	135	Henderson	174
Bowie	381	Hidalgo	454
Brazoria	476	Hill	185
Brazos	455	Hockley	380
Brewster	734	Hood	167
Briscoe	335	Hopkins	215
Brooks	195	Houston	224
Brown	112	Howard	209
Burleson	417	Hudspeth	843
Burnet	108	Hunt	243
Caldwell	188	Irion	389
Calhoun	383	Jack	177
Callahan	143	Jackson	329
Cameron	432	Jasper	212
Camp	262	Jeff Davis	991
Carson	276	Jefferson	366
Cass	240	Jim Hogg	111
Castro	507	Jim Wells	250
Chambers	362	Johnson	185
Cherokee	237	Jones	191
Childress	204	Karnes	120
Clay	290	Kaufman	211
Cochran	363	Kendall	129
Coke	115	Kent	190
Coleman	132	Kerr	234
Collin	216	Kimble	320
Collingsworth	190	King	228
Colorado	280	Kinney	499
Comal	130	Kleberg	296
Comanche	154	Knox	289
Concho	146	Lamar	288
Cooke	218	Lamb	412
Coryell	149	Lampasas	138
Cottle	249	La Salle	247
Crockett	544	Lavaca	195
Crosby	422	Lee	148
Culberson	1119	Leon	210
Dallam	322	Liberty	358
Dallas	182	Limestone	150
Dawson	282	Lipscomb	201
Deaf Smith	415	Live Oak	136
Delta	324	Llano	117
Denton	185	Loving	715
De Witt	162	Lubbock	495
Dickens	228	Lynn	304
Dimmit	421	McCulloch	175
Donley	188	McLennan	149
Duval	132	McMullen	102
Eastland	125	Madison	224
Ector	709	Marion	232
Ellis	199	Martin	291
El Paso	904	Mason	229
Erath	137	Matagorda	380
Falls	184	Maverick	504
Fannin	256	Medina	209
Fayette	226	Menard	140
Fisher	219	Midland	378
Floyd	503	Milam	195
Foard	239	Mills	162
Fort Bend	411	Mitchell	222
Franklin	285	Montague	245
Freestone	151	Montgomery	192
Frio	482	Moore	262
Gaines	283	Morris	215
Galveston	357	Motley	193
Garza	279	Nacogdoches	210
Gillespie	136	Navarro	168
Glasscock	364	Newton	195
Goliad	157	Nolan	206
Gonzales	150	Nueces	381
		Ochiltree	515

TEXAS—Continued

County	Normal yield (pounds per acre)	County	Normal yield (pounds per acre)
Oldham	353	Swisher	494
Palo Pinto	211	Tarrant	235
Panola	241	Taylor	187
Parker	144	Terrell	432
Parmer	592	Terry	335
Pecos	950	Throckmorton	161
Polk	249	Titus	348
Potter	259	Tom Green	193
Presidio	890	Travis	171
Rains	229	Trinity	279
Randall	349	Tyler	356
Reagan	488	Upshur	209
Real	590	Upton	485
Red River	285	Uvalde	722
Reeves	1025	Val Verde	507
Refugio	338	Van Zandt	219
Roberts	349	Victoria	325
Robertson	535	Walker	216
Rockwall	214	Waller	330
Runnels	173	Ward	861
Rusk	212	Washington	303
Sabine	213	Webb	457
San Augustine	220	Wharton	410
San Jacinto	229	Wheeler	186
San Patricio	389	Wichita	278
San Saba	178	Wilbarger	317
Schleicher	358	Willacy	426
Scurry	206	Williamson	191
Shackelford	179	Wilson	143
Shelby	242	Winkler	858
Smith	187	Wise	170
Somervell	122	Wood	192
Starr	202	Yoakum	322
Stephens	202	Young	237
Sterling	510	Zapata	529
Stonewall	211	Zavala	721
Sutton	817		

VIRGINIA

Accomack	476	Lunenburg	361
Appomattox	364	Mecklenburg	337
Brunswick	349	Nansemond	393
Caroline	300	Norfolk	366
Charlotte	330	Patrick	383
Chesterfield	338	Prince Edward	347
Cumberland	331	Prince George	345
Dinwiddie	384	Princess Anne	341
Franklin	240	Southampton	370
Greensville	361	Surry	350
Hanover	318	Sussex	357
Isle of Wight	401		

(Sec. 375, 52 Stat. 66, as amended; 7 U.S.C. 1375. Interprets or applies sec. 301, 52 Stat. 38, as amended; 7 U.S.C. 1301.)

Issued at Washington, D.C., this 24th day of August 1959.

CLARENCE D. PALMBY,
Acting Administrator,
Commodity Stabilization Service.

[F.R. Doc. 59-7258; Filed, Aug. 31, 1959; 8:48 a.m.]

[Amdt. 6]

PART 722—COTTON

Subpart—Regulations Pertaining to Marketing Quotas for Extra Long Staple Cotton of the 1958 and Succeeding Crops

NORMAL YIELD

Basis and purpose. The purpose of this amendment to the Regulations Pertaining to Marketing Quotas for Extra Long Staple Cotton of the 1958 and Succeeding Crops (23 F.R. 3241, 5533, 6590, 9631, and 24 F.R. 4234, 5106) is to establish the normal yields for counties for the 1959 crop year. Such normal yields for

counties as established by the Director, are hereby approved by the Administrator of Commodity Stabilization Service in accordance with §§ 722.102(d) (8) and 722.151. In order that such normal yields may be used by county committees in connection with determinations of farm normal yields, it is essential that this amendment be made effective as soon as possible. Accordingly, it is hereby found and determined that compliance with the notice and public procedure requirements and compliance with the 30-day effective date requirement of section 4 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1003) is impracticable and contrary to the public interest and this amendment shall be effective upon filing of this document with the Director, Division of the Federal Register.

Section 722.151 of the Regulations Pertaining to Marketing Quotas for Extra Long Staple Cotton of the 1958 and Succeeding Crops is hereby amended by addition of a new paragraph (b) at the end thereof which reads as follows:

(b) For 1959 crop year. The following table sets forth the normal yields for the 1959 crop year, as adjusted pursuant to § 722.102(d) (8), which are established for the respective counties.

ARIZONA			
Normal yield (pounds per County acre)		Normal yield (pounds per County acre)	
Cochise	441	Pinal	615
Graham	591	Santa Cruz	576
Maricopa	712	Yuma	445
Pima	666		
CALIFORNIA			
Imperial			253
Riverside			436
FLORIDA			
Normal yield (pounds per County acre)		Normal yield (pounds per County acre)	
Alachua	192	Marion	305
Bradford	310	Putnam	204
Hamilton	253	Seminole	262
Lake	230	Sumter	254
Madison	253	Union	307
GEORGIA			
Berrien			242
Cook			244
Lanier			242
NEW MEXICO			
Normal yield (pounds per County acre)		Normal yield (pounds per County acre)	
Dona Ana	413	Otero	287
Eddy	394	Sierra	319
Luna	319		
TEXAS			
Brewster	419	Loving	396
Culberson	625	Pecos	411
El Paso	506	Presidio	517
Hale	152	Reeves	473
Hudspeth	450	Ward	458
Jeff Davis	516	Winkler	447
PUERTO RICO			
North			182
South			98

(Sec. 375, 52 Stat. 66, as amended; 7 U.S.C. 1375. Interprets or applies sec. 301, 52 Stat. 38, as amended; 7 U.S.C. 1301)

Issued at Washington, D.C., this 26th day of August, 1959.

CLARENCE D. PALMBY,
Acting Administrator,
Commodity Stabilization Service.

[F.R. Doc. 59-7259; Filed, Aug. 31, 1959; 8:48 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Lemon Reg. 806, Amdt. 1]

PART 953—LEMONS GROWN IN CALIFORNIA AND ARIZONA

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (60 Stat. 237; 5 U.S.C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

Order, as amended. The provisions in paragraph (b) (1) (ii) of § 953.913 (Lemon Regulation 806; 24 F.R. 6834) are hereby amended to read as follows:

(ii) District 2: 441,750 cartons.
(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: August 27, 1959.

S. R. SMITH,
Director, Fruit and Vegetable
Division, Agricultural Mar-
keting Service.

[F.R. Doc. 59-7267; Filed, Aug. 31, 1959; 8:49 a.m.]

[Milk Order 68]

PART 968—MILK IN THE WICHITA, KANS., MARKETING AREA

Order Suspending Certain Provision

Pursuant to the provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.), and of the order regulating the handling of milk in the Wichita, Kans., marketing area (7 CFR Part 968), it is hereby found and determined that:

(a) The portion of the supply-demand adjustment to the Class I price specified in § 968.51(a) (3) (iii) does not tend, under present circumstances, to effectuate the declared policy of the Act.

(b) Notice of proposed rule making, public procedure thereon, and 30 days notice of effective date hereof are impractical, unnecessary, and contrary to the public interest in that:

(1) This suspension order does not require of persons affected substantial or extensive preparation prior to the effective date;

(2) This suspension order is necessary to reflect current marketing conditions and to maintain orderly marketing conditions in the marketing area;

(3) This suspension will reduce the amount by which Class I prices would otherwise be lowered by the operation of the supply-demand adjustment while data are accumulated for review of the Class I price provisions of the order at a public hearing and the issuance of such amendments as may be found appropriate;

(4) This suspension order has been requested by associations representing more than two-thirds of the producers whose milk is subject to pricing by the order and concurred in by handlers of over 90 percent of such milk; and

(5) This suspension does not require of persons affected substantial or extensive preparation to its effective date.

Therefore, good cause exists for making this order effective September 1, 1959.

It is therefore ordered. That the aforesaid provision of the order is hereby suspended for an indefinite period beginning September 1, 1959.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Issued at Washington, D.C., this 27th day of August 1959.

CLARENCE L. MILLER,
Assistant Secretary.

[F.R. Doc. 59-7268; Filed, Aug. 31, 1959; 8:49 a.m.]

Title 16—COMMERCIAL PRACTICES

Chapter I—Federal Trade Commission

[Docket 7188 o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Harry Graff & Son, Inc., et al.

Subpart—Advertising falsely or misleadingly: § 13.155 Prices; Fictitious

Marking. Subpart—*Furnishing false guaranties*: § 13.1053 *Furnishing false guaranties*: Fur Products Labeling Act. Subpart—*Invoicing products falsely*: § 13.1108 *Invoicing products falsely*: Fur Products Labeling Act. Subpart—*Misbranding or mislabeling*: § 13.1212 *Formal regulatory and statutory requirements*: Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure*: § 13.1852 *Formal regulatory and statutory requirements*: Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Harry Graff & Son, Inc., et al., New York, N.Y., Docket 7188, July 31, 1959]

In the Matter of Harry Graff & Son, Inc., a Corporation, and Harry Graff and Abraham Graff, Individually and as Officers of Said Corporation

This case was heard by a hearing examiner on the complaint of the Commission charging a furrier in New York City with violating the Fur Products Labeling Act by failing to comply with labeling and invoicing requirements, by setting out fictitious prices on invoices, by failing to maintain adequate records as a basis for said pricing claims, and by furnishing a false guaranty that certain of their products were not misbranded, falsely invoiced, and falsely advertised.

Based on the record of the proceedings, the hearing examiner made his initial decision and order to cease and desist. On complaint counsel's appeal therefrom, the Commission heard the matter, directed modification of the initial decision, and on July 31 adopted the initial decision as thus modified as its own decision.

The order to cease and desist as thus modified is as follows:

It is ordered, That respondents, Harry Graff & Son, Inc., a corporation, and Harry Graff and Abraham Graff, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device in connection with the introduction, or the manufacture for introduction into commerce, or the sale, advertising, or offering for sale, transportation or distribution in commerce, of fur products, or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Misbranding fur products by setting forth on labels attached thereto required information under section 4(2) of the Fur Products Labeling Act and the rules and regulations thereunder, mingled with non-required information.

B. Falsely or deceptively invoicing fur products by representing, directly or by implication, on invoices that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such

product in the recent regular course of their business.

C. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or offering for sale of fur products and which represents, directly or by implication, that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

D. Making pricing claims or representations of the type referred to in Paragraph C above, unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims and representations are based.

E. Furnishing a false guaranty that any fur or fur product is not misbranded, falsely invoiced, or falsely advertised, when the respondents have reason to believe that such fur or fur product may be introduced, sold, transported or distributed in commerce.

It is further ordered, That the charge of the complaint relating to alleged violations of section 4(2) of the Fur Products Labeling Act be, and the same hereby is, dismissed.

By "Final Order", report of compliance was required as follows:

It is further ordered, That respondents, Harry Graff & Son, Inc., Harry Graff and Abraham Graff, 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 the order to cease and desist contained herein.

Issued: July 31, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-7252; Filed, Aug. 31, 1959; 8:46 a.m.]

[Docket 7190 o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Irving C. Katz Co., Inc., et al.

Subpart—*Advertising falsely or misleadingly*: § 13.155 *Prices: Fictitious Marking*. Subpart—*Furnishing false guaranties*: § 13.1053 *Furnishing false guaranties*: Fur Products Labeling Act. Subpart—*Invoicing products falsely*: § 13.1108 *Invoicing products falsely*: Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure*: § 13.1852 *Formal regulatory and statutory requirements*: Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Irving C. Katz Co., Inc., et al., New York, N.Y., Docket 7190, July 31, 1959]

In the Matter of Irving C. Katz Co., Inc., a Corporation, and Irving C. Katz and Morris Katz, Individually and as Officers of Said Corporation

This case was heard by a hearing examiner on the complaint of the Commission charging a furrier in New York City with violating the Fur Products Labeling Act by failing to comply with invoicing requirements, by setting out on invoices fictitious prices, by failing to maintain adequate records as a basis for such pricing claims, and by furnishing a false guaranty that their fur products were not misbranded, falsely invoiced, and falsely advertised.

On the basis of the record of proceedings, the hearing examiner made his initial decision and order to cease and desist. Complaint counsel appealed therefrom; the Commission having heard the matter, directed modification of the initial decision; and on July 31 adopted the initial decision as thus modified as the decision of the Commission.

The substituted order to cease and desist is as follows:

It is ordered, That respondents, Irving C. Katz & Co., Inc., a corporation, and its officers, and Irving C. Katz and Morris Katz, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, or the manufacture for introduction into commerce, or the sale, advertising, or offering for sale, transportation or distribution in commerce, of fur products, or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing fur products by representing, directly or by implication, on invoices that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

B. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or offering for sale of fur products and which represents, directly or by implication, that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

C. Making pricing claims or representations of the type referred to in Paragraph B above, unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims and representations are based.

D. Furnishing a false guaranty that any fur or fur product is not misbranded, falsely invoiced, or falsely advertised, when the respondents have reason to believe that such fur or fur product may be introduced, sold, transported or distributed in commerce.

It is further ordered. That the charge of the complaint relating to alleged violations of section 4(2) of the Fur Products Labeling Act be, and the same hereby is, dismissed.

By "Final Order", report of compliance was required as follows:

It is further ordered. That respondents, Irving C. Katz Co., Inc., Irving C. Katz and Morris Katz, 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 the order to cease and desist contained herein.

Issued: July 31, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-7253; Filed, Aug. 31, 1959;
8:46 a.m.]

[Docket 7191 o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Kolomer Bros., Inc., et al.

Subpart—*Advertising falsely or misleadingly:* § 13.155 *Prices:* Fictitious Marking. Subpart—*Invoicing products falsely:* § 13.1108 *Invoicing products falsely:* Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1852 *Formal regulatory and statutory requirements:* Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Kolomer Bros., Inc., et al., New York, N.Y., Docket 7191, July 31, 1959]

In the Matter of Kolomer Bros., Inc., a Corporation, and William Kolomer and Jerome Kolomer, Individually and as Officers of Said Corporation

This case was heard by a hearing examiner on the complaint of the Commission charging a New York City furrier with violating the Fur Products Labeling Act by setting forth on invoices, prices which were fictitious and by failing to maintain adequate records as a basis for such pricing claims.

On the record of the proceedings, the hearing examiner made his initial decision and order to cease and desist from which complaint counsel filed appeal. The Commission, having heard the matter, directed modification of the initial decision and on July 31 adopted it as thus modified as its own decision.

The substituted order to cease and desist is as follows:

It is ordered. That respondents, Kolomer Bros., Inc., a corporation, and its officers, and William Kolomer and Jer-

ome Kolomer, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction, or the manufacture for introduction into commerce, or the sale, advertising, or offering for sale, transportation or distribution in commerce of fur products, or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce", "fur" and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing fur products by representing, directly or by implication, on invoices that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

B. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or offering for sale of fur products and which represents, directly or by implication, that the former, regular or usual price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

C. Making pricing claims or representations of the type referred to in Paragraph B above, unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims and representations are based.

By "Final Order", report of compliance was required as follows:

It is further ordered. That Kolomer Brothers, Inc., William Kolomer and Jerome Kolomer, 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 the order to cease and desist contained herein.

Issued: July 31, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-7254; Filed, Aug. 31, 1959;
8:47 a.m.]

[Docket 7194 o.]

PART 13—DIGEST OF CEASE AND DESIST ORDERS

Leviant Brothers, Inc., et al.

Subpart—*Advertising falsely or misleadingly:* § 13.155 *Prices:* Fictitious Marking. Subpart—*Furnishing false*

guaranties: § 13.1053 *Furnishing false guaranties:* Fur Products Labeling Act. Subpart—*Invoicing products falsely:* § 13.1108 *Invoicing products falsely:* Fur Products Labeling Act. Subpart—*Neglecting, unfairly or deceptively, to make material disclosure:* § 13.1852 *Formal regulatory and statutory requirements:* Fur Products Labeling Act.

(Sec. 6, 38 Stat. 721; 15 U.S.C. 46. Interpret or apply sec. 5, 38 Stat. 719, as amended; sec. 8, 65 Stat. 179; 15 U.S.C. 45, 69f) [Cease and desist order, Leviant Brothers, Inc., et al., New York, N.Y., Docket 7194, July 31, 1959]

In the Matter of Leviant Brothers, Inc., a Corporation, and Morris Leviant and Bernard Leviant, Individually and as Officers of Said Corporation

This case was heard by a hearing examiner on the complaint of the Commission charging a New York City furrier with violating the Fur Products Labeling Act by failing to comply with invoicing requirements, by setting forth on invoices prices which were fictitious, by failing to maintain adequate records on which such pricing representations were based, and by furnishing a false guaranty that fur products were not misbranded, falsely invoiced, and falsely advertised.

Based on the record of the proceedings, the hearing examiner made his initial decision and order to cease and desist from which complaint counsel filed appeal. The Commission, having heard the matter, directed modification of the initial decision and on July 31 adopted it as thus modified as its own decision.

The substituted order to cease and desist is as follows:

It is ordered. That respondents, Leviant Brothers, Inc., a corporation, and Morris Leviant and Bernard Leviant, individually and as officers of said corporation, and respondents' representatives, agents and employees, directly or through any corporate or other device, in connection with the introduction or the manufacture for introduction into commerce, or the sale, advertising, or offering for sale, transportation or distribution in commerce, of fur products, or in connection with the manufacture for sale, sale, advertising, offering for sale, transportation, or distribution of fur products which have been made in whole or in part of fur which has been shipped and received in commerce, as "commerce," "fur" and "fur products" are defined in the Fur Products Labeling Act, do forthwith cease and desist from:

A. Falsely or deceptively invoicing fur products by:

1. Failing to furnish to purchasers of fur products invoices showing all of the information required to be disclosed by each of the subsections of section 5(b) (1) of the Fur Products Labeling Act.

2. Representing, directly or by implication, on invoices that the former or regular price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

B. Falsely or deceptively advertising fur products through the use of any advertisement, representation, public announcement, or notice which is intended to aid, promote or assist, directly or indirectly, in the sale, or offering for sale of fur products, and which:

1. Represents, directly or by implication, that the former or regular price of any fur product is any amount which is in excess of the price at which respondents have formerly, usually or customarily sold such product in the recent regular course of their business.

C. Making pricing claims or representations of the type referred to in paragraph B.1. above, unless there are maintained by respondents full and adequate records disclosing the facts upon which such claims or representations are based.

D. Furnishing a false guaranty that any fur or fur product is not misbranded, falsely invoiced, or falsely advertised, when the respondents have reason to believe that such fur or fur product may be introduced, sold, transported or distributed in commerce.

By "Final Order", report of compliance was required as follows:

It is further ordered, That respondents, Leviant Brothers, Inc., Morris Leviant and Bernard Leviant, 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 the order to cease and desist contained herein.

Issued: July 31, 1959.

By the Commission.

[SEAL] ROBERT M. PARRISH,
Secretary.

[F.R. Doc. 59-7255; Filed, Aug. 31, 1959;
8:47 a.m.]

Title 12—BANKS AND BANKING

Chapter II—Federal Reserve System

SUBCHAPTER A—BOARD OF GOVERNORS OF THE FEDERAL RESERVE SYSTEM

[Reg. Q]

PART 217—PAYMENT OF INTEREST ON DEPOSITS

Grace Periods in Computing Interest on Savings Deposits

1. Effective October 1, 1959, paragraph (d) of § 217.3 is amended to read as follows:

(d) *Grace periods in computing interest on savings deposits.* A member bank may pay interest on a savings deposit received during the first 10 calendar days of any calendar month at the applicable maximum rate prescribed pursuant to paragraph (a) of this section calculated from the first day of such calendar month until such deposit is withdrawn or ceases to constitute a savings deposit under the provisions of this part, whichever shall first occur; and a member bank may pay interest on a savings deposit withdrawn during its last 3 busi-

ness days of any calendar month ending a regular quarterly or semiannual interest period at the applicable maximum rate prescribed pursuant to paragraph (a) of this section calculated to the end of such calendar month.

2a. The purpose of this amendment is to reduce misunderstandings in connection with these so-called "grace periods", make possible uniform advertising, create better customer relationships, and enable banks that compute interest on a cycle basis to facilitate computation of interest on savings accounts and eliminate difficulties presently being encountered.

b. The amendment set forth herein was the subject of a notice of proposed rule making, published in the FEDERAL REGISTER (24 F.R. 5251), and was adopted by the Board after consideration of all relevant views and arguments received from interested persons.

(Sec. 11(1), 38 Stat. 262; 12 U.S.C. 248(1). Interpret or apply secs. 19, 24, 38 Stat. 270, 273, as amended, sec. 8, 48 Stat. 168, as amended; 12 U.S.C. 264(c) (7), 371, 371a, 371b, 461)

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] KENNETH A. KENYON,
Assistant Secretary.

[F.R. Doc. 59-7269; Filed, Aug. 31, 1959;
8:50 a.m.]

[Reg. S]

PART 219—INDUSTRIAL LOANS BY FEDERAL RESERVE BANKS

Termination

1. Effective at the close of business August 21, 1959, Part 219 is terminated.

2a. The purpose of this action is to terminate this part since section 13b of the Federal Reserve Act (12 U.S.C. 352a) was repealed by Act of August 21, 1958 (Public Law 85-699, 72 Stat. 689), effective one year after the date of enactment, and, therefore, after August 21, 1959, the Federal Reserve Banks are not authorized to make loans and commitments for industrial or commercial purposes.

b. The notice, public participation, and deferred effective date described in section 4 of the Administrative Procedure Act are not followed in connection with this amendment for the reasons and good cause found as stated in paragraph (e) of § 262.2 of the Board's rules of procedure (Part 262 of this chapter), and specifically because in connection with this amendment such procedures are unnecessary as they would not aid the persons affected and would serve no other useful purpose.

(Sec. 11(1), 38 Stat. 262; 12 U.S.C. 248(1). Interpret or apply sec. 24, 38 Stat. 273, as amended, sec. 136, 48 Stat. 1106, as amended; 12 U.S.C. 371, 352a)

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] KENNETH A. KENYON,
Assistant Secretary.

[F.R. Doc. 59-7260; Filed, Aug. 31, 1959;
8:46 a.m.]

PART 224—DISCOUNT RATES

Termination

1. Effective at the close of business August 21, 1959, §§ 224.5 and 224.6 are terminated.

2a. The purpose of this action is to terminate these sections since section 13b of the Federal Reserve Act (12 U.S.C. 352a) was repealed by Act of August 21, 1958 (Public Law 85-699, 72 Stat. 689), effective one year after the date of enactment, and, therefore, after August 21, 1959, the Federal Reserve Banks are not authorized to make loans and commitments for industrial or commercial purposes.

b. The notice, public participation, and deferred effective date described in section 4 of the Administrative Procedure Act are not followed in connection with this amendment for the reasons and good cause found as stated in paragraph (e) of § 262.2 of the Board's rules of procedure (Part 262 of this chapter), and specifically because in connection with this amendment such procedures are unnecessary as they would not aid the persons affected and would serve no other useful purpose.

(Sec. 11(1), 38 Stat. 262; 12 U.S.C. 248(1). Interpret or apply sec. 14(d), 38 Stat. 264, as amended; 12 U.S.C. 357)

BOARD OF GOVERNORS OF THE
FEDERAL RESERVE SYSTEM,
[SEAL] KENNETH A. KENYON,
Assistant Secretary.

[F.R. Doc. 59-7251; Filed, Aug. 31, 1959;
8:46 a.m.]

Chapter III—Federal Deposit Insurance Corporation

PART 329—PAYMENT OF DEPOSITS AND INTEREST THEREON BY INSURED NONMEMBER BANKS

Grace Periods in Computing Interest on Savings Deposits

Effective October 1, 1959, the amendment of § 329.3(c) of the rules and regulations of the Corporation which was published in the FEDERAL REGISTER of June 27, 1959 (24 F.R. 5250) under Notice of Proposed Rule Making, is adopted, after consideration of all relevant matters presented by interested persons on the proposed amendment.

The amendment of the rules and regulations, as adopted, is as follows:

Effective October 1, 1959 § 329.3(c) of the rules and regulations of the Federal Deposit Insurance Corporation (12 CFR 329.3(c)) is amended to read as follows:

(c) *Grace periods in computing interest on savings deposits.* An insured non-member bank may pay interest on a savings deposit received during the first ten (10) calendar days of any calendar month at the applicable maximum rate prescribed pursuant to paragraph (a) of this section calculated from the first day of such calendar month until such deposit is withdrawn or ceases to constitute a savings deposit under the provisions of this part, whichever shall first

occur; and an insured nonmember bank may pay interest on a savings deposit withdrawn during its last three (3) business days of any calendar month ending a regular quarterly or semiannual interest period at the applicable maximum rate prescribed pursuant to paragraph (a) of this section calculated to the end of such calendar month.

This amendment permits insured nonmember banks to pay interest at the maximum permissible rate from the first day of the month on a savings deposit received during the first ten calendar days in any month, instead of paying interest at such rate from the first day of the month on a savings deposit received during the first ten business days of any calendar month commencing a quarterly or semiannual interest period, and during the first five business days of any other calendar month. The purpose of this amendment is to reduce misunderstandings in connection with these so-called "grace periods," make possible uniform advertising, create better customer relationships, and enable banks that compute interest on a cycle basis to facilitate computation of interest on savings accounts and eliminate difficulties presently being encountered.

(Sec. 9, 64 Stat. 881; 12 U.S.C. 1819. Interpret or apply Sec 18, 64 Stat. 891; 12 U.S.C. 1828)

FEDERAL DEPOSIT INSURANCE CORPORATION
[SEAL] E. F. DOWNEY,
Secretary.

[F.R. Doc. 59-7270; Filed, Aug. 31, 1959; 8:50 a.m.]

Title 13—BUSINESS CREDIT AND ASSISTANCE

Chapter I—Small Business Administration

[Rev. 1]

PART 128—GRANTS FOR SMALL BUSINESS RESEARCH

The Grants for Small Business Research Regulation (24 F.R. 1827) is hereby rescinded in its entirety and the following is substituted in lieu thereof:

Sec. 128.7	Statutory provision.
128.7-1	Scope.
128.7-2	Definitions.
128.7-3	Organization.
128.7-4	Who is eligible for a grant.
128.7-5	Purpose of a grant.
128.7-6	Amount of a grant.
128.7-7	Application for a grant.
128.7-8	Method of evaluating and selecting an application.
128.7-9	Administration of a grant.
128.7-10	Revocation of a grant.

AUTHORITY: §§ 128.7 through 128.7-10 issued under Pub. Law 85-536, sec. 5, 72 Stat. 385.

§ 128.7 Statutory provision.

Sec. 7(d). The Administration also is empowered to make grants to any State Government, or any agency thereof, State chartered development credit or finance corporations, land-grant colleges and uni-

versities, and colleges and schools of business, engineering, commerce, or agriculture for studies, research and counseling concerning the managing, financing, and operation of small-business enterprises and technical and statistical information necessary thereto in order to carry out the purposes of section 8(b) (1) by coordinating such information with existing information facilities within the State and by making such information available to State and local agencies. Only one such grant shall be made within any one State in any one year, and no such grant shall exceed an aggregate amount of \$40,000. Such grants shall be made from the fund established in the Treasury by section 602(b) of the Small Business Investment Act of 1958.

§ 128.7-1 Scope.

(a) The regulations in this part govern the issuance of grants by the Small Business Administration for studies, research and counseling concerning the managing, financing and operation of small business enterprises authorized by section 7(d) of the Small Business Act, as amended.

(b) Under section 7(d) of the Act, the Small Business Administration is authorized to make grants to finance the development and gathering of information relating to managing, financing and operation of small business enterprises. This information will be used to provide managerial aids to small business in accordance with the provisions of section 8(b) (1) of the Small Business Act, as amended. (See § 124.8 of this chapter.) This information will be coordinated with informational facilities within the States and made available to State and local agencies.

§ 128.7-2 Definitions.

As used in this part:

(a) "Act" means the Small Business Act (Pub. Law 85-536), as amended (Pub. Law 85-699).

(b) "Administrator" means the Administrator of SBA.

(c) "Application" means a written request for a grant on SBA Form 459.

(d) "Counseling" means consulting and advising with SBA for the purpose of developing information concerning the managing, financing and operation of small business enterprises, such information to be channeled through SBA for the use of national, state, and local agencies and institutions listed in section 8(b) (1) of the Small Business Act.

(e) "Director" means the Director of the Office of Management and Research Assistance.

(f) "Grant" means a grant authorized under section 7(d) of the Act.

(g) "Grant Agreement" means the agreement contained in SBA Form 459 and any other conditions of the grant.

(h) "Grantee" means an institution to which a grant has been made.

(i) "Institution" means any State government or any agency thereof, any State chartered development credit or financial corporation, any college, any university, and any school of business, engineering, commerce or agriculture, either public or private.

(j) "Project" means a proposal, or its components when two or more areas of research are involved, and any amendments thereto, approved by SBA.

(k) "Project Director" means the person assigned by an institution to supervise and be responsible for a research program under a grant.

(l) "Proposal" means a research program, which may include "studies," submitted by an institution in its application for a grant under section 7(d) of the Act.

(m) "Research" means research, studies, and counseling which will result in information to be distributed by SBA, acting as a clearinghouse, to national, state, and local agencies and institutions listed in section 8(b) (1) of the Act. Research includes basic and secondary investigations.

(n) "SBA" means the Small Business Administration.

(o) "Small business concern" or "Small business enterprise" means a business concern which would qualify as a small business, as defined by SBA in Part 121 of this chapter.

(p) "State" means the several States, the Territories and possessions of the United States, the Commonwealth of Puerto Rico and the District of Columbia.

(q) "State government or agency thereof" means departments, divisions or other designated organizations controlled and operated by the State including State government corporations.

(r) "Studies" means brief investigations of the economic background or problems of an industry or specific small business in its geographic locality but shall not include management or financial counseling or credit analysis.

(s) "Year" means the fiscal year beginning July 1 and ending June 30.

§ 128.7-3 Organization.

(a) The grant program authorized by section 7(d) of the Act is administered through the Office of Management and Research Assistance, Small Business Administration, Washington 25, D.C. The Director of this office is responsible for planning and coordinating small business management and research assistance programs and coordinating the activities of the Management Research Advisory Council.

(b) The Management Research Advisory Council is an advisory group established to examine and make recommendations with respect to the merits of an application for a grant and to furnish advice on the grant program. The function of said Council is purely advisory. The members of the Council are selected and appointed by the Administrator and serve at his pleasure and without compensation.

(c) All recommendations of the Management Research Advisory Council are submitted to the Administrator, who, in his discretion, shall determine which proposals shall be approved and which suggestions shall be put into practice.

§ 128.7-4 Who is eligible for a grant.

Any State government or any agency thereof, any State chartered development credit or finance corporation, any university, any college and any school of business, engineering, commerce or agriculture, either public or private, is eligible to receive a grant.

§ 128.7-5 Purpose of a grant.

(a) A grant will be made by SBA only to finance research concerning the managing, financing and operation of small business enterprises to develop information or techniques which can be used by public or private organizations to aid small business enterprises, or to develop information which improves knowledge of the economy through research on the small business sector.

(b) No proposal nor portion of a proposal will be approved if its primary purpose is to provide information to be used to urge industry and trade located in one State to move to another.

§ 128.7-6 Amount of a grant.

No grant may exceed an aggregate amount of \$40,000. Only one such grant may be made within any one State in any one year. SBA is not authorized to commit itself in any year to make a grant during subsequent years.

§ 128.7-7 Application for a grant.

(a) Applications (SBA Form 459) and instructions (SBA Form 459A) are available at SBA field offices and at the SBA Washington, D.C. office.

(b) An application may be initiated by any institution described in § 128.7-6. Prior to submission, the application and the proposal to perform research under the grant contained therein, may be discussed informally with SBA staff members. When appropriate, SBA staff members may suggest a new proposal or modification of a proposal submitted. If two or more institutions within a State desire to cooperate in carrying out proposals, such combined proposals may be considered. However, only one grant may be authorized. Therefore, the application must designate which of the cooperating institutions is to be the grantee. This institution will be responsible to SBA for carrying out the project in its entirety and SBA will not be obligated in any way to any institution other than the grantee.

(c) Applications must be received by SBA on or before the 31st day of October of the fiscal year for which the grant is requested. Applications received after that date will not be considered.

(d) Six copies of the application shall be submitted to the Director, Office of Management and Research Assistance, Small Business Administration, Washington 25, D.C. Applications received by SBA will not be returned to the applicant.

§ 128.7-8 Method of evaluating and selecting an application.

(a) An application will be reviewed by the Office of Management and Research Assistance for eligibility and other requirements set forth in this part. An application containing a proposal which, on its face, appears eligible and meritorious shall be submitted to the Management Research Advisory Council for a further examination of the merits of the application. The Council will recommend to the Administrator an application which merits a grant. The Administrator may, within his discretion, approve or reject this recommendation.

(b) An application shall be evaluated on the basis of the current need and priority of importance of the anticipated results of the proposal contained therein; the qualifications and experience of the Project Director and staff; the practicability and utility of the proposal; the amount of total direct expenses as compared with overhead expenses; and the amount of added funds to be contributed or arranged for by the institution itself.

(c) Although matching funds are not required, the competing application in any State which is approved will be the one with the greatest amount of matching funds, when other conditions are approximately equal. These matching funds can be measured either in terms of dollar value of services performed (not included as such in the grant) or supplementary contributions of cash to be used in the conduct of the research project.

§ 128.7-9 Administration of a grant.

(a) *Conditions of a grant.* The grant agreement as set forth in SBA Form 459 contains express conditions, which when accepted will bind the grantee. The conditions contained in the grant agreement may be amended by mutual agreement of the parties but the amount of the original grant may not be increased as a result of any such amendments to an amount in excess of \$40,000.

(b) *Grant agreement.* The grant agreement as set forth in SBA Form 459 is as follows:

It is understood and agreed by the applicant:

(1) That the project will be performed substantially as described in this application and as approved by SBA, and that the funds granted as a result of your request are to be expended for the purposes set forth herein; (2) That if the project proceeds in accordance with the schedule contained in this application, then the grant funds shall be paid in advance on a semi-annual basis in amounts based on the estimated requirements for the subsequent six month period, up to 90 percent of the grant, and the balance upon completion of the project and receipt by this Agency of a satisfactory final report; (3) That the project shall be directed and supervised by the Project Director named herein and no other Project Director shall be appointed without the approval of SBA; (4) That such accounts shall be kept (in accordance with accepted accounting practices) as are necessary to prepare the financial reports required herein and that inspection and audit by representatives of SBA and the United States General Accounting Office of expenditures under the grant shall be permitted during the life of the grant and for three years thereafter; (5) That written reports of the progress of the project and of the expenditure of funds under the grant will be furnished every six months after the grant has been awarded, or more frequently as SBA may reasonably require; that the project shall be completed and the final report submitted to SBA by the date specified herein; that at least 500 copies of the final report shall be furnished to SBA in such form as SBA may approve; and that a typewritten summary statement of not more than 3,000 words covering

the major findings of the project shall be prepared and submitted in triplicate; (6) That the grant may be revoked in whole or in part at any time by the Administrator of the SBA provided that such action shall not affect commitments of funds made prior to the effective date of the revocation if such obligations were made solely for the purposes set forth in this application. If the grant is revoked because of a substantial deviation, not approved by SBA, from the project or this agreement then the amount of the grant then paid may be recovered by SBA.

(c) *Establishing the amount of a grant.* In considering the budget for a grant, SBA will recognize that substantial contributions may be made by the grantee in such form as space, equipment, library facilities, and, in many cases, as payment of the salaries or parts of the salaries of the Project Director and staff. SBA normally will include in the grant, funds for such items as the salaries of personnel, materials, necessary travel, publication and other direct costs.

(d) *Grant period.* The Act limits SBA to making one grant within any one State in any one year; however, the project does not have to be completed within the year but may be for a period of longer duration as provided in the grant agreement. When progress of research under the grant is delayed and circumstances make it necessary to request an extension of the grant period without additional funds, SBA may, upon written request of the grantee, permit extensions in time. Such an extension, however, may require a spread out of the remaining payments under the grant.

(e) *Payment of a grant.* In general, payment will be made in advance to the grantee only, based on the estimated requirements for the subsequent six month period, up to 90 per cent of the grant, and the balance upon completion of the project and approval and acceptance by SBA of the final report.

(f) *Accounting procedures and audit.* While no particular classification of accounts is required, a grantee shall keep such accounts for each project (in accordance with generally accepted accounting practices) as are necessary to permit it to prepare the required financial reports as required in paragraph (g) of this section, and to make possible a determination by SBA that the grant has been used for the purposes for which the grant was made. All accounting records relating to expenditures under the grant are subject to inspection and audit by representatives of SBA and the United States General Accounting Office during the life of the grant and for three years thereafter.

(g) *Reports.* (1) Progress and financial reports must be made to SBA on work financed by the grant. Specific conditions regarding frequency of submission and nature of reports will be set forth in each grant agreement.

(2) The final report on the project must be submitted to SBA within the time allowed. From time to time, SBA representatives may visit the project sites and, at such time, verbal reports will be expected.

§ 128.7-10 Revocation of a grant.

Each grant will be made subject to a condition that it may be revoked in whole or in part. A revocation shall not affect any commitment of funds made by the grantee which was made in accordance with the project prior to the effective date of revocation. Any substantial deviation from the project not approved by SBA will be deemed to be a breach of the grant agreement and grounds for termination of the grant in its entirety. In this event SBA assumes no responsibility for any commitment of funds made by the grantee.

This regulation shall become effective upon publication thereof in the FEDERAL REGISTER.

Dated: August 27, 1959.

WENDELL B. BARNES,
Administrator.

[F.R. Doc. 59-7304; Filed, Aug. 31, 1959;
8:50 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency

[Regulatory Docket 100; Amdt. 1-2]

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

Airworthiness Certification Requirements for Other Than Newly Manufactured Aircraft

This amendment to Part 1 of the Civil Air Regulations, stemming from the 1958 Annual Airworthiness Review, is being made to eliminate administrative difficulties which have been experienced in handling applications for airworthiness certificates for aircraft which were used in military service and later released for civil use and for other aircraft which had not had their airworthiness status maintained. Therefore, § 1.67 is being amended to include provisions applicable to the airworthiness certification of other than newly manufactured aircraft.

Interested persons have been afforded an opportunity to participate in the making of this amendment (24 F.R. 128), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 1 of the Civil Air Regulations (14 CFR Part 1, as amended) is hereby amended as follows, effective October 1, 1959:

By amending § 1.67 by deleting the present heading and inserting in lieu thereof "Airworthiness certificates for normal, utility, acrobatic, and transport category aircraft; requirements for issuance"; by deleting from the introductory paragraph the phrase "through (c)" and inserting in lieu thereof "through (d)"; by deleting from paragraphs (a) and (b) the phrase "whose type design was certificated in categories other than the limited category"; and by adding a new paragraph (d) to read as follows:

§ 1.67 Airworthiness certificates for normal, utility, acrobatic, and transport category aircraft; requirement for issuance.

(d) *Other aircraft.* An applicant for the issuance of an airworthiness certificate for an aircraft other than provided for in paragraphs (a) through (c) of this section shall be issued such a certificate when:

(1) The applicant presents evidence to the Administrator that the aircraft conforms to a type design approved under a type certificate or a supplemental type certificate and with all applicable Airworthiness Directives issued by the Administrator;

NOTE: The evidence of conformity referred to in subparagraph (1) of this paragraph normally consists of showing that the aircraft conforms with the applicable aircraft specification or type certificate data sheet, and presenting records showing the history of the aircraft including all alterations and repairs and the approvals thereof. Where such records are unavailable or inadequate, supplementary evidence may be required, such as, showing that the aircraft conforms with pertinent drawings, specifications, manuals or parts catalogs.

(2) The aircraft has been inspected and found airworthy by the manufacturer, by an appropriately certificated domestic repair station, or by a certificated air carrier possessing adequate overhaul facilities and having a maintenance and inspection organization appropriate to the type of aircraft; and

(3) Upon inspection of the aircraft, the Administrator finds that the aircraft conforms to the type design and is in an airworthy condition for safe operation.

(Secs. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959.

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7150; Filed, Aug. 31, 1959;
8:45 a.m.]

[Regulatory Docket 100; Amdt. 3-5; Supp. 35]

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

Miscellaneous Amendments Resulting From the 1958 Annual Airworthiness Review

There are contained herein amendments as a result of the 1958 Annual Airworthiness Review.

Substantive changes have been made to the flight characteristics requirements applicable to the approach and landing stages of flight as well as to the stability requirements. Since, in the normal operation of airplanes, power is used during the approach phase, § 3.112 is being revised to require that trim be maintained at a speed of $1.5V_{1}$ with sufficient power to achieve a descent angle of 3 degrees. To insure that a satisfactory level of longitudinal controllability is maintained

for single-engine airplanes, § 3.109 is being changed to limit to 10 pounds the maximum permissible control force necessary to hold a glide speed of $1.5V_{1}$. In recognition of the higher approach speeds permitted, a revision to § 3.86 requires that a speed of not less than $1.5V_{1}$ be used to determine the landing distance. Inasmuch as wing flaps have reduced the use of severe sideslips and improved ailerons have almost eliminated adverse yaw characteristics, amendments are being made to the directional and lateral stability requirements of § 3.118 to provide more realistic requirements for modern airplanes.

Accident records have shown that approximately one-sixth of all accidents with airplanes certificated under Part 3 have involved the misuse of the landing gear control. Incorrect operation of this control has been attributed to its proximity and similarity to the wing flap control. Therefore, § 3.384 is being amended to specify the location and shape of the landing gear and wing flap controls to reduce the possibility of confusion.

Since a number of accidents have occurred to airplanes equipped with feathering propellers because there was no means of unfeathering, § 3.416 is being amended to require such a means. Another revision concerns the fuel system arrangement on multiengine airplanes. The objective of this amendment to § 3.431 is to provide substantially the same level of safety in multiengine airplanes using a single fuel tank as when separate tanks are used for each engine. Another related change has been made to § 3.551 to require that fuel shutoff valves be provided with means to guard against inadvertent operation.

Section 3.606 is being amended to require a carburetor air preheater on multiengine airplanes having sea level engines with carburetors which embody features tending to reduce the possibility of ice formation. This amendment was proposed as a result of incidents involving multiengine airplanes operating in severe weather conditions. The application of this requirement to single-engine airplanes has been deferred pending further study of the operating record.

Section 3.683 is being amended to cover new types of storage batteries as well as the conventional lead-acid type. By an amendment to § 3.638, the use of rigid fuel lines is permitted regardless of whether or not the line is under pressure, except where other provisions require flexibility.

An addition to the provisions of § 3.780 requires that the correct engine-out best climb or minimum descent speed be included in the Airplane Flight Manual.

In addition, there are included other changes which are of a clarifying or editorial nature.

Interested persons have been afforded an opportunity to participate in the making of this amendment (24 F.R. 128), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 3 of the Civil Air Regulations (14 CFR Part 3, as amended) is hereby amended as follows, effective October 1, 1959:

§ 3.1 [Amendment]

1. By amending § 3.1(b) (4) by deleting the phrase "by the U.S. National Advisory Committee for Aeronautics" and inserting in lieu thereof "by the National Aeronautics and Space Administration (formerly the National Advisory Committee for Aeronautics)".

§ 3.86 [Amendment]

2. By amending § 3.86(a) (1) by deleting "1.3V_{s0}" and inserting in lieu thereof "1.5V_{s1}".

3. By amending § 3.109 by amending paragraph (a) (2) and adding new paragraphs (d) and (e) to read as follows:

§ 3.109 Longitudinal control.

* * * * *

(a) * * *
(2) Power-off and the airplane trimmed at 1.5V_{s1} or at the minimum trim speed, whichever is higher.

(d) It shall be possible to maintain a speed of not more than 1.5V_{s1} with a pilot control force of not more than 10 pounds during a power-off glide with landing gear and wing flaps extended, with the most forward center of gravity position approved at the maximum weight, and regardless of weight.

(e) It shall be possible, without the use of the primary means of longitudinal control, to control the descent of the airplane with the use of all other normal flight and power controls to a zero rate of descent and to an attitude suitable for a controlled landing without requiring exceptional strength, skill, or alertness on the part of the pilot, or without exceeding the operational and the structural limitations of the airplane.

4. By amending § 3.112 by deleting paragraph (c) and by amending paragraph (a) (2) (ii) to read as follows:

§ 3.112 Requirements.

(a) * * *
(2) * * *

(ii) During a power approach at 1.5V_{s1} and while maintaining a 3 degree angle of descent,

(a) With landing gear extended and wing flaps retracted,

(b) With landing gear extended and wing flaps extended under the forward center of gravity position approved with the maximum weight,

(c) With landing gear extended and wing flaps extended under the most forward center of gravity position approved, regardless of weight.

5. By amending § 3.115 by deleting the heading of paragraph (a) and inserting in lieu thereof "Approach" and by deleting paragraphs (a) (4) and (a) (5) and inserting a new paragraph (a) (4) to read as follows:

§ 3.115 Specific conditions.

* * * * *

(a) Approach. * * *
(4) Airplane trimmed at 1.5V_{s1} and power on as required to maintain a 3 degree angle of descent.

6. By amending § 3.118(a) (1), (a) (2), (a) (3) to read as follows:

§ 3.118 Directional and lateral stability.

(a) *Three-control airplanes.* (1) The static directional stability, as shown by the tendency to recover from a skid with rudder free, shall be positive for all landing gear and flap positions appropriate to the takeoff, climb, cruise, and approach configurations, with symmetrical power up to maximum continuous power, and at all speeds from 1.2V_{s1} up to the maximum permissible speed for the configuration being investigated. The angle of skid for these tests shall be appropriate to the type of airplane. At greater angles of skid up to that at which full rudder is employed or a control force limit specified in § 3.106 is obtained, whichever occurs first, and at speeds from 1.2V_{s1} to V_p, the rudder pedal force shall not reverse.

(2) The static lateral stability, as shown by the tendency to raise the low wing in a sideslip, shall be positive for all landing gear and flap positions with symmetrical power up to 75 percent maximum continuous power at all speeds above 1.2V_{s1} up to the maximum permissible speed for the configuration investigated but shall not be negative at a speed of 1.2V_{s1}. The angle of sideslip for these tests shall be appropriate to the type of airplane but in no case shall the sideslip be less than that obtained with 10 degrees of bank.

(3) In straight steady sideslips at a speed of 1.2V_{s1} for all gear and flap positions and for all symmetrical power conditions up to 50 percent maximum continuous power, the aileron and rudder control movements and forces shall increase steadily, but not necessarily in constant proportion, as the angle of sideslip is increased up to the maximum appropriate to the type of airplane. At greater angles up to that at which the full rudder or aileron control is employed or a control force limit specified by § 3.106 is obtained, the rudder pedal force shall not reverse. Sufficient bank shall accompany sideslipping to prevent departure from a constant heading. Rapid entry into or recovery from a maximum sideslip shall not result in uncontrollable flight characteristics.

7. By amending § 3.120(g) (1) to read as follows:

§ 3.120 Stalling demonstration.

* * * * *

(g) * * *
(1) With trim controls adjusted for straight flight at 1.5V_{s1} or at the minimum trim speed, whichever is higher, the speed shall be reduced by means of the elevator control until the speed is slightly above the stalling speed; then

8. By amending § 3.384 by adding a new paragraph (c) to read as follows:

§ 3.384 Cockpit controls.

* * * * *

(c) The wing flap and landing gear controls shall comply with the following:
(1) The wing flap or auxiliary lift device control shall be located centrally or to the right of the pedestal centerline or of the powerplant throttle control centerline and shall be sufficiently displaced

from the landing gear control to avoid confusion.

(2) The landing gear control shall be located to the left of the throttle centerline or of the pedestal centerline.

(3) The control knobs shall be shaped in accordance with figure 3-13.

Note: Figure 3-13 is not intended to indicate the exact size or proportion of the control knobs.

9. By adding a new figure 3-13 as follows:

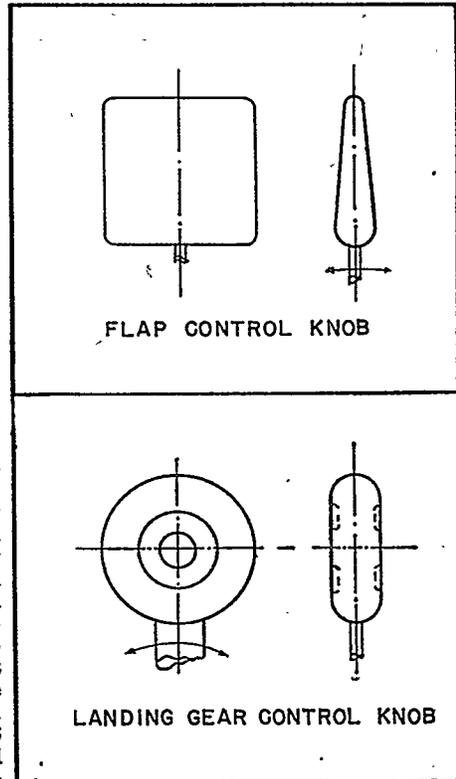


FIGURE 3-13.—CONTROL KNOB SHAPES.

10. By amending § 3.416 by adding a new paragraph (c) to read as follows:

§ 3.416 Propellers.

* * * * *

(c) When propeller control design permits stopping of crankshaft rotation of any engine in flight by feathering the propeller, means shall be provided for unfeathering each propeller individually in flight.

11. By amending § 3.431 by redesignating the present section as paragraph (a), by inserting the words, "except the fuel tanks" between the words "component" and "will", by deleting the note under § 3.431, and by adding a new paragraph (b) to read as follows:

§ 3.431 Multiengine fuel system arrangement.

* * * * *

(b) If multiengine aircraft employ a single fuel tank or series of fuel tanks interconnected to function as a single fuel tank, the following provisions shall apply:

(1) Independent tank outlets to each engine. Each outlet shall incorporate a shutoff valve at the tank. This valve may also serve as the fire wall shutoff valve required by § 3.551 provided the line between the valve and the engine compartment does not contain a hazardous amount of fuel which can drain into the engine compartment.

(2) At least two vents arranged to minimize the possibility of both vents becoming obstructed simultaneously.

(3) Filler cap(s) designed to minimize the possibility of incorrect installation or loss in flight.

(4) The remainder of the fuel system from the tank outlet to the engine shall be entirely independent of any portion of the system supplying fuel to the other engine(s).

12. By amending § 3.551(b) to read as follows:

§ 3.551 Fuel valves.

(b) Means shall be provided to guard against inadvertent operation of the shutoff valves and to make it possible for the flight personnel to reopen the valves rapidly after they have been closed.

13. By amending § 3.606 by inserting the words "Single-engine" at the beginning of paragraph (d) and by adding a new paragraph (e) to read as follows:

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

(e) Multiengine airplanes equipped with sea level engines employing carburetors which embody features tending to reduce the possibility of ice formation shall be provided with a preheater capable of providing a heat rise of 90° F. when the engine is operating at 75 percent of its maximum continuous power.

14. By amending § 3.638 to read as follows:

§ 3.638 Lines and fittings.

(a) All lines and fittings carrying flammable fluids in the engine compartment shall be fire resistant, except as otherwise provided in this section. If flexible hose is used, the assembly of hose and end fittings shall be of an approved type. The provisions of this paragraph need not apply to those lines and fittings which form an integral part of the engine.

(b) Vent and drain lines and their fittings shall be subject to the provisions of paragraph (a) of this section unless a failure of such line or fitting will not result in, or add to, a fire hazard.

§ 3.655 [Amendment]

15. By amending § 3.655(b)(2) by deleting subdivisions (i) and (ii) and renumbering subdivisions (iii), (iv), (v), and (vi) as (i), (ii), (iii), and (iv), respectively.

§ 3.668 [Amendment]

16. By amending § 3.668 by deleting from the first sentence of the introductory paragraph the words "intended for operation under instrument flight rules"

and by adding at the end of the paragraph (a) the following note:

NOTE: Power sources are not considered independent if both sources are driven by the same engine.

17. By deleting § 3.683 and § 3.684 and inserting in lieu thereof a new § 3.683 to read as follows:

§ 3.683 Storage battery design and installation.

Storage batteries shall be of such design and be so installed that:

(a) Safe cell temperatures and pressures are maintained during any probable charging or discharging condition. No uncontrolled increase in cell temperature shall result when the storage battery is recharged (after previous complete discharge) at maximum regulated voltage, during a flight of maximum duration, under the most adverse cooling condition likely to occur in service. Tests to demonstrate compliance with this regulation shall not be required if satisfactory operating experience with similar batteries and installations has shown that maintaining safe cell temperatures and pressures presents no problem.

(b) Explosive or toxic gases emitted by the storage battery in normal operation, or as the result of any probable malfunction in the charging system or battery installation, shall not accumulate in hazardous quantities within the airplane.

(c) Corrosive fluids or gases which may be emitted or spilled from the storage battery shall not damage surrounding airplane structure or adjacent essential equipment.

§ 3.696 [Amendment]

18. By amending § 3.696 by deleting the word "required" from the first sentence and inserting in lieu thereof "installed".

§ 3.700 [Amendment]

19. By amending § 3.700 by deleting from paragraph (e) the word "noncombustible" and inserting in lieu thereof "flame-resistant".

§ 3.757 [Amendment]

20. By amending § 3.757(a) by deleting the opening words "True indicated" and inserting in lieu thereof "Calibrated".

21. By amending § 3.780 by adding a new paragraph (d) to read as follows:

§ 3.780 Performance information.

(d) The best climb/minimum descent speed with one engine inoperative for multiengine airplanes shall be included.

§§ 3.112-1, 3.118-1, 3.118-3 [Deletion]

22. By deleting §§ 3.112-1, 3.118-1, and 3.118-3.

23. By amending § 3.431-1 to read as follows:

§ 3.431-1 Multiengine single tank fuel system (FAA policies which apply to § 3.431).

If the shutoff valve also serves as a firewall shutoff valve, the line between

the valve and the engine compartment should not contain more than 1 quart of fuel which can drain into the engine compartment.

(Secs. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959.

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7151; Filed, Aug. 31, 1959; 8:45 a.m.]

[Reg. Docket 100; Amdt. 4b-11; Supp. 42]

PART 4b—AIRPLANE AIRWORTHINESS; TRANSPORT CATEGORIES

Miscellaneous Amendments Resulting From the 1958 Annual Airworthiness Review

There are contained herein amendments as a result of the 1958 Annual Airworthiness Review.

The flight characteristics requirements are being amended to change the provisions relating to longitudinal trim and elevator control power. The currently effective regulations require sufficient elevator control power to fly the airplane at all speeds, powers, weights, and center of gravity positions for which the airplane is to be certificated. Transports of recent design are utilizing adjustable stabilizers and control power becomes a function of the stabilizer incidence setting. The amendments to §§ 4b.112 (c) (1), 4b.131(a), and 4b.151(a) are intended to make these provisions more appropriate for applications to adjustable stabilizers.

A number of changes to the structural provisions are being made. Section 4b.1 is being amended to include a definition of the term "zero fuel weight" which is frequently used in stating the structural limitations of an airplane. Amendments to §§ 4b.210(b)(2), 4b.213 (c), and figure 4b-2 are intended to eliminate possible inconsistencies in the relation between design speed V_A and point A on the maneuvering envelope which resulted from previous amendments.

A proposal to reduce the required maneuvering load factor at the design dive speed V_D was considered during the annual airworthiness review but is not being adopted at this time. Although previous operating statistics show that the probability of attaining a 2.5 load factor is less at speed V_D than it is at lower speeds, there has been relatively little operating experience on turbine transports for which the cruising speed is closer to V_D . The proposal will be kept under study as operating statistics are obtained on turbine transports.

Section 4b.216(a) is being amended to specify engine torque loads appropriate for turbine engine installations. A new § 4b.217 is being added to specify strength criteria for speed control devices used in flight. Changes to §§ 4b.231, 4b.235, and 4b.236 provide more rational ground load requirements relating to coefficients of friction and deflated tire conditions.

A change to § 4b.421(a) requires structural test or analysis of the fuel tanks when subject to pressure developed under the most adverse condition of airplane roll and fuel load. On the basis of past experience, § 4b.421(c) is being revised to require nonmetallic tanks to be tested only for the vibration test of § 4b.421(b)(4), since this has been found to be the critical condition, except that compliance may be shown based on satisfactory operating experience with a similar tank in a similar installation.

With respect to design and construction, a number of changes are being made. On some high-speed airplanes, it is likely that control surface dampers will be necessary in order to show compliance with the flutter prevention requirements. Therefore, § 4b.308 is being revised to provide that it shall be possible to continue safe flight even though a single failure occurs in the flutter damper system. Section 4b.320 is being amended to include design safety criteria for power-operated control systems. This amendment is intended to insure continued safe flight and landing in the event certain failures occur in the control system and in the case of engine failure.

Section 4b.352 is being amended to specify which portion of the windshield is affected by the bird impact strength requirements and which portion is affected by the fragmentation requirements.

To provide appropriate emergency exit requirements for small transports, § 4b.362(c) is being amended to require at least one type IV exit on each side of the fuselage for a passenger capacity of up to 10 persons. A corresponding change is being made in the ditching exit requirements of § 4b.362(d).

In the powerplant installation requirements, § 4b.407 is being amended to extend the "fail-safe" concept to all types of thrust reversing systems intended for ground and/or inflight use. Sections 4b.410 and 4b.413 are being revised to simplify and clarify the statement of the fuel system and fuel flow requirements. Related changes to § 4b.430 clarify the definitions of main and emergency fuel pumps, delete the requirements that one pump for each engine must be engine driven, and eliminate the requirement for a bypass on fuel injection pumps for turbine engines.

Other amendments require cooling tests for turbine engine installations and means to indicate the functioning of the powerplant ice protection system.

A proposal to require the ability to regain full power or thrust within 20 seconds after engine malfunctioning occurs due to depletion of fuel in any tank was considered during the annual airworthiness review, but is not being adopted at this time. The objective of this proposal was to minimize the possibility of turbine engine flame-out during fuel tank switching. However, since there are several methods of accomplishing this objective, including systems designed to prevent such engine malfunctioning, further study is being given to this subject.

Other proposals being deferred for further study concern turbo-jet reverse thrust controls, the fire resistance of turbine engine installation diaphragms, and a means to indicate a clogged fuel filter condition (i.e., bypass operation) to the flight crew. The proposal on reverse thrust controls would have deleted the provision requiring a means to prevent inadvertent movement to a reverse thrust position, for systems which are approved for use in flight. Such systems are still in the development stage and additional evaluation is considered necessary to determine whether the previous proposal or some other change is appropriate. The proposal to permit fire-resistant in lieu of fire-proof diaphragms in certain turbine engine installations will be considered along with other changes in the powerplant fire protection requirements to make them suitable for isolated pod installations. The value of inflight indication of fuel filter clogging has been questioned in view of the fact that automatic filter bypass provisions cannot be controlled in flight and the military services are developing devices to indicate the occurrence of bypassing to maintenance personnel who can then service the filters.

Section 4b.603 is being amended to incorporate current terminology for flight and navigational instruments. However, a proposal which would require all critical air-speed limitations that vary with altitude to be displayed on the appropriate instrument is being deferred for further study. Where a number of such limitations exist, that proposal might be impractical or lead to confusion or undesirable differences in displaying air-speed limitations to pilots. At present, V_{NE} is the only variable limit required to be indicated. A machmeter is being required for airplanes having compressibility limitations which are not otherwise indicated to the pilot in accordance with § 4b.732.

Section 4b.612 is being revised to clarify the power failure indicating means required for certain instruments. Section 4b.625 is being amended to cover new types of storage batteries as well as the conventional lead-acid types. A new § 4b.628 establishes criteria intended to minimize the hazards of lightning strikes on portions of the airplane which are insulated from the main airframe.

Another new § 4b.647 requires all new type transport category airplanes to be provided with individual flotation means for each occupant even though the airplane is not certificated for ditching. The requirement that life preservers shall be reversible is being deleted from § 4b.645(d), since it is expected that design features and instructions to insure correct donning will be covered in the appropriate Technical Standard Order. Since chunks of ice falling from aircraft have caused hazards to persons and property on the ground, a new § 4b.660 requires that fluid drains be designed to prevent the formation of ice on the airplane. A placard showing the air-speed limitations for various flap settings is being required because these limitations are no longer shown on the air-speed indicator.

Interested persons have been afforded an opportunity to participate in the making of this amendment (24 F.R. 128), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 4b of the Civil Air Regulations (14 CFR Part 4b, as amended) is hereby amended as follows, effective October 1, 1959:

1. By amending § 4b.1(b)(4) by deleting the phrase "by the U.S. National Advisory Committee for Aeronautics" and inserting in lieu thereof "by the National Aeronautics and Space Administration (formerly the National Advisory Committee for Aeronautics)".

2. By amending § 4b.1(c) by redesignating subparagraph (8) as subparagraph (9) and inserting a new subparagraph (8) to read as follows:

§ 4b.1 Definitions.

* * * * *

(c) *Weights.* * * *

(8) *Zero fuel weight.* The zero fuel weight is the design maximum weight of the airplane with no disposable fuel and oil.

3. By amending § 4b.112(c)(1) to read as follows:

§ 4b.112 Stalling speeds.

* * * * *

(c) * * *

(1) From a speed sufficiently above the stalling speed to assure steady conditions, the elevator control shall be applied at a rate such that the airplane speed reduction does not exceed one mile per hour per second. This maneuver shall be performed with the airplane trimmed at a speed of $1.4V_{S1}$, except that airplanes utilizing adjustable stabilizers may be trimmed at a speed selected by the applicant but not less than $1.2V_{S1}$, nor greater than $1.4V_{S1}$.

4. By amending § 4b.131(a) to read as follows:

§ 4b.131 Longitudinal control.

(a) It shall be possible at all speeds between the trim speed prescribed in § 4b.112(c)(1) and V_{S1} to pitch the nose downward so that a prompt recovery to this selected trim speed can be made with the following combination of airplane configurations:

- (1) The airplane trimmed at the trim speed prescribed in § 4b.112(c)(1),
- (2) The landing gear extended,
- (3) The wing flaps in a retracted, and in an extended position,
- (4) Power off, and maximum continuous power on all engines.

§ 4b.151 [Amendment]

5. By amending § 4b.151(a) by inserting in the last sentence after the words "control force" the phrase "and within the limits of elevator control power".

6. By amending § 4b.210(b)(2) to read as follows:

§ 4b.210 General.

* * * * *

(b) *Design air speeds.* * * *

(2) *Design maneuvering speed, V_A .* The design maneuvering speed, V_A , shall be equal to $V_{S1}\sqrt{n}$ where n is the limit

positive maneuvering load factor at V_C (see § 4b.211(a)) and V_{s_1} is the stall speed with flaps retracted. Both V_A and V_s shall be evaluated at the design weight and altitude under consideration. V_A need not be greater than V_C or the speed at which the positive $C_{N_{max}}$ curve intersects the positive maneuver load factor line, whichever is the lesser. (See figure 4b-2.)

7. By amending § 4b.210(c) by deleting the heading and the first sentence and inserting in lieu thereof the following, respectively:

(c) *Design fuel and oil loads.* The disposable load combinations shall include all fuel and oil loads in the range from zero fuel and oil to the maximum fuel and oil load selected by the applicant. * * *

8. By amending § 4b.210(c) (1) by inserting between the words "fuel" and "at" the phrase "and oil in the wing".

9. By amending § 4b.213(c) to read as follows:

§ 4b.213 Symmetrical flight conditions.

(c) *Maneuvering pitching conditions.* The following conditions involving pitching acceleration shall be investigated (see figure 4b-2):

(1) *Maximum elevator displacement at speed V_A .* The airplane shall be assumed to be flying in steady level flight (point A_1 on figure 4b-2) and the pitching control suddenly moved to obtain extreme positive pitching (nose up) except as limited by pilot effort in accordance with § 4b.220(a).

(2) *Checked maneuver at speeds between V_A and V_D .* The airplane shall be assumed to be subjected to a checked maneuver from steady level flight (points A_1 to D_1 on figure 4b-2) and from the positive load factor (points A_2 to D_2 on figure 4b-2) as follows:

(i) A positive pitching acceleration (nose up), equal to at least the following value, shall be assumed to be attained concurrently with the airplane load factor of unity (points A_1 to D_1 on figure 4b-2) unless it is shown that lesser values could not be exceeded:

$$\frac{39}{V}n(n-1.5) \text{ (radians/sec.}^2\text{)}$$

where n is the positive load factor (see § 4b.211(a) (1)), at the speed under consideration, and V is the airplane equivalent speed, knots.

(ii) A negative pitching acceleration (nose down) equal to at least the following value shall be assumed to be attained concurrently with the airplane positive maneuvering load factor (points A_2 to D_2 on figure 4b-2) unless it is shown that lesser values could not be exceeded:

$$-\frac{26}{V}n(n-1.5) \text{ (radians/sec.}^2\text{)}$$

where n is the positive load factor (see § 4b.211(a) (1)), at the speed under consideration, and V is the airplane equivalent speed, knots.

(3) *Specified control displacement.* In lieu of subparagraph (2) of this paragraph, a checked maneuver based on a rational pitching control motion vs. time

profile may be established such that the design limit load factor as defined in § 4b.211(a) (1) will not be exceeded. The airplane response shall result in pitching accelerations not less than those specified in subparagraph (2) unless it is shown that lesser values cannot be exceeded.

§ 4b.216 [Amendment]

10. By amending § 4b.216(a) by adding at the end thereof a new sentence to read as follows: "For turbine propeller installations the limit torque shall be obtained by multiplying the mean torque by a factor of 1.25."

11. By amending § 4b.216(a) (3) by deleting the factor "2.0" and inserting in lieu thereof "1.6".

12. By adding a new § 4b.217 to read as follows:

§ 4b.217 Speed control devices.

When speed control devices (e.g., spoilers, drag flaps, etc.) are incorporated for use in en route conditions, the following conditions shall apply:

(a) The airplane shall be designed for the symmetrical maneuvers and gusts prescribed in § 4b.211 and the yawing maneuvers and lateral gusts in § 4b.215 with the device extended at all speeds up to the placard device extended speed.

(b) When the speed control device incorporates automatic operation or load limiting features, the airplane shall be designed for the maneuver and gust conditions prescribed in paragraph (a) of this section, at the speeds and corresponding device positions which the mechanism permits.

§ 4b.231 [Amendment]

13. By amending § 4b.231(a) (1) by deleting the second sentence and inserting in lieu thereof: "It shall be acceptable to establish the coefficient of friction between the tires and the ground by considering the effects of skidding velocity and tire pressure, except that it need not be greater than 0.8."

§ 4b.235 [Amendment]

14. By amending § 4b.235(e) (2) by adding at the end thereof a new sentence to read as follows: "Where this condition results in a nose gear side load in excess of 0.8 times the vertical nose gear load, it shall be acceptable to limit the design nose gear side load to 0.8 times the vertical load with the unbalanced yawing moments assumed to be resisted by aircraft inertia forces."

§ 4b.236 [Amendment]

15. By amending § 4b.236(a) by adding at the end thereof a new sentence to read as follows: "A tandem strut gear arrangement shall be considered to be a multiple-wheel unit."

16. By amending § 4b.236(c) by amending the last sentence of the introductory paragraph to read as follows: "The ground reactions shall be applied to the wheels with inflated tires, except that for multiple-wheel gear units incorporating more than one shock strut, it shall be permissible to use a rational distribution of the ground reactions between the deflated and inflated tires, taking into account the differences in

shock strut extensions resulting from a deflated tire."

§ 4b.308 [Amendment]

17. By amending § 4b.308(a) by adding at the end thereof a new sentence to read as follows: "If control surface flutter dampers are installed to meet the requirements of this section, it shall be shown that a single failure in the flutter damper system will not preclude continued safe flight of the airplane at any speed up to V_D ."

18. By amending § 4b.320 by redesignating the present paragraph as paragraph (a) and by adding a new paragraph (b) to read as follow:

§ 4b.320 General.

(b) Power boost and power-operated control systems shall be designed in accordance with the provisions of subparagraphs (1) and (2) of this paragraph.

(1) When a power boost or power-operated control system is used, an alternate system shall be immediately available such that any single failure in the power portion shall not preclude continued safe flight and landing. Such alternate system may be a duplicate power portion or a manually operated mechanical system. The power portion shall include the power source (e.g., hydraulic pumps), and such items as valves, lines, and actuators. The failure of mechanical parts (such as piston rods and links) and the jamming of power cylinders need not be considered if such failure or jamming is considered to be extremely remote.

(2) Both the primary and alternate systems shall be operable in the event of a single engine failure. For airplanes with more than two engines, at least one system shall be operable in the event of failure of any two engines. It shall be shown by analysis that in the event of loss of power on all engines, the airplane is not uncontrollable.

19. By amending § 4b.352(b) by deleting from the first sentence the opening phrase "The windshield, its supporting structure, and other structure in front of the pilots" and inserting in lieu thereof "The windshield panes which the pilots will be directly behind in the normal conduct of their duties and the supporting structures for such panes", and by deleting the last sentence.

20. By amending § 4b.352 by redesignating paragraph (c) as paragraph (d) and by adding a new paragraph (c) to read as follows:

§ 4b.352 Windshields and windows.

(c) Means shall be provided to minimize the danger to the pilots from flying windshield fragments due to bird impact unless it can be shown by analysis or test that the probability of occurrence of a critical fragmentation condition is of a low order. The provisions of this paragraph are intended to apply to all transparent panes in the cockpit section which appear in the front view of the aircraft, are inclined 15 degrees or more to the longitudinal axis of the aircraft, and have any portion located so that

fragmentation thereof will constitute a hazard to the pilots.

§ 4b.362 [Amendment]

21. By amending § 4b.362(c) (1) by deleting the table thereunder and inserting in lieu thereof the following table:

Passenger seating capacity	Emergency exits required on each side of the fuselage			
	Type I	Type II	Type III	Type IV
1-10 inclusive.....				1
11-19 inclusive.....			1	1
20-39 inclusive.....	1	1		1
40-59 inclusive.....	1		1	1
60-79 inclusive.....	1		1	1
80-109 inclusive.....	2		2	
110-139 inclusive.....	2		2	
140-179 inclusive.....	2		2	
180-219 inclusive.....	2	2		

22. By amending § 4b.362(d) by adding after the first sentence a new sentence to read as follows: "On airplanes with a passenger seating capacity of 10 or less, the minimum dimensions of the exit specified in paragraph (b) (4) of this section shall be acceptable."

23. By amending § 4b.362(g) by adding a new sentence at the end thereof to read as follows: "If it is necessary to pass through a doorway to reach any required emergency exit from any seat in the passenger cabin, the door shall be provided with a means to latch it in the open position. A suitable placard stating that the door is to be latched in the open position during takeoff and landing shall be installed."

24. By amending § 4b.407 to read as follows:

§ 4b.407 Reversing systems.

(a) Reversing systems intended for ground operation only shall be such that no single failure or malfunctioning of the system under all anticipated conditions of airplane operation will result in unwanted reverse thrust. Failure of structural elements need not be considered if occurrence of such failure is expected to be extremely remote.

(b) Turbo-jet reversing systems intended for inflight use shall be such that no unsafe condition will result during normal operations of the system, or from any failure or reasonably likely combination of failures of the reversing system, under all anticipated conditions of operation of the airplane. Failure of structural elements need not be considered if occurrence of such failure is expected to be extremely remote.

25. By amending § 4b.410(a) to read as follows:

4b.410 General.

(a) The fuel system shall be constructed and arranged in such a manner as to assure a flow of fuel at a rate and pressure which have been established for proper engine functioning under all likely operating conditions, including all maneuvers for which the airplane is intended. (For fuel system instruments see § 4b.604.)

26. By amending § 4b.413 to read as follows:

4b.413 Fuel flow demonstration.

(a) The fuel flow available for use by the engine shall be demonstrated to be at least 125 percent of the fuel flow required to develop the maximum horsepower or thrust selected for airplane certification, when the airplane is in operating conditions appropriate to the use of such power or thrust.

(b) The ability of the system to provide at least 100 percent of the fuel flow required by the engines shall be demonstrated when the airplane is in the operating condition, including attitude and altitude, which represents the most adverse condition from the standpoint of fuel feed which the airplane is designed to attain.

(c) During the demonstration prescribed in paragraphs (a) and (b) of this section, the following provisions shall apply:

(1) Fuel shall be delivered to the engine at a pressure within the limits specified in the engine type certificate.

(2) The quantity of fuel in the tank being considered shall not exceed the amount established as the unusable fuel supply for that tank, as determined by demonstrating compliance with the provisions of § 4b.416 (see also §§ 4b.420 and 4b.613(b)), together with whatever minimum quantity of fuel it may be necessary to add for the purpose of conducting flow test.

(3) Such main pumps shall be used as are necessary for each operating condition and airplane attitude for which the demonstrations are made. For each main pump so used, the demonstration shall be repeated, substituting the appropriate emergency pump, when required, for the main pump. (See § 4b.430(b).)

(4) If a fuel flowmeter is provided, the meter shall be blocked only during the flow test prescribed in paragraph (b) of this section and the fuel shall flow through the meter or its bypass.

(5) It shall be acceptable to conduct the demonstrations prescribed in paragraphs (a) and (b) of this section by a ground test on the airplane or on a representative mock-up of the fuel system.

§ 4b.414 [Deletion]

27. By deleting § 4b.414.

§ 4b.415 [Amendment]

28. By amending § 4b.415 by deleting the reference "§ 4b.414" and inserting in lieu thereof "§ 4b.413".

29. By amending § 4b.421(a) to read as follows:

§ 4b.421 Fuel tank tests.

(a) Fuel tanks shall be demonstrated by test to be capable of withstanding the more critical of the pressures resulting from the conditions of subparagraphs (1) and (2) of this paragraph without failure or leakage as mounted in the airplane. In addition, tank surfaces subjected to more critical pressures resulting

from the conditions of subparagraphs (3) and (4) of this paragraph shall be demonstrated by means of either analyses or tests to be capable of withstanding such pressures.

(1) Internal pressures of 3.5 psi;

(2) 125 percent of the maximum air pressure developed in the tank from ram effect;

(3) Fluid pressures developed during maximum limit accelerations and deflections of the airplane with a full tank;

(4) Fluid pressures developed during the most adverse combination of airplane roll and fuel load.

30. By amending § 4b.421(b) by inserting the word "Metallic" at the beginning of the first sentence.

31. By amending § 4b.421(c) to read as follows:

(c) Nonmetallic tanks shall withstand the test specified in subparagraph (b) (4) of this section with fuel at a temperature of 110° F. except that this test shall not be required where satisfactory operating experience with a similar tank in a similar installation is shown. During the test a representative specimen of the tank shall be installed in supporting structure which simulates the installation in the airplane.

32. By amending § 4b.430 to read as follows:

§ 4b.430 Fuel pumps.

(a) *Main pumps.* (1) Any fuel pump that is required for proper engine operation or to meet the fuel system requirements of this subpart, except for the provisions of paragraph (b) of this section, shall be considered a main pump.

(2) Provision shall be made to permit the bypass of all positive displacement fuel pumps except fuel injection pumps approved as part of the engine.

(b) *Emergency pumps.* (1) Emergency pumps shall be provided and immediately available to permit supplying all engines with fuel in case of failure of any one main fuel pump except fuel injection pumps approved as part of the engine. This requirement is not intended to prohibit the use of another main pump as an emergency pump after failure of one main pump.

§ 4b.431 [Deletion]

33. By deleting § 4b.431.

34. By adding a new § 4b.455 to read as follows:

§ 4b.455 Cooling of turbine engine installations.

For turbine engine installations, tests shall be conducted to demonstrate that all powerplant components for which temperature limits have been established are cooled within those limits.

§ 4b.461 [Amendment]

35. By amending § 4b.461(c) by adding at the end thereof a new sentence to read as follows: "Means to indicate the functioning of the powerplant ice protection system shall be provided."

36. By amending § 4b.483 to read as follows:

§ 4b.483 Lines and fittings.

(a) All lines and fittings carrying flammable fluids in designated fire zones shall be fire-resistant, except as otherwise provided in this section. If flexible hose is used, the assembly of hose and end fittings shall be of an approved type. The provisions of this paragraph need not apply to those lines and fittings which form an integral part of the engine.

(b) Vent and drain lines and their fittings shall be subject to the provisions of paragraph (a) of this section unless a failure of such line or fitting will not result in, or add to, a fire hazard.

37. By amending § 4b.603 to read as follows:

§ 4b.603 Flight and navigational instruments.

(See § 4b.612 for installation requirements.)

(a) Air-speed indicating system. If the air-speed limitations vary with altitude, the air-speed indicator shall incorporate a maximum allowable air-speed indication showing the variation of V_{NE} with altitude including compressibility limitations. (See § 4b.732.)

(b) Altimeter (sensitive or precision type),

(c) Rate-of-climb indicator (vertical speed),

(d) Free air temperature indicator,

(e) Clock (sweep-second pointer type),

(f) Rate-of-turn indicator (gyroscopic type with integral bank or slip indicator),

(g) Bank and pitch indicator (gyroscopically stabilized),

(h) Direction indicator (gyroscopically stabilized magnetic and/or non-magnetic type),

(i) Direction indicator (nonstabilized type magnetic compass),

(j) Machmeter for airplanes having compressibility limitations not otherwise indicated to the pilot in accordance with § 4b.732.

38. By amending § 4b.612(e) to read as follows:

§ 4b.612 Flight and navigational instruments.

(e) *Instruments utilizing a power supply.* The following shall apply to each instrument required in § 4b.603 (f), (g), and (h) which utilizes a power supply:

(1) Each instrument shall have a visual type of power failure indicating means, integral with or located adjacent to the instrument, to indicate when adequate power is not being supplied to the instrument (see note) to sustain proper instrument performance. The power shall be sensed at or near the point where power enters the instrument. For elec-

tric instruments power shall be deemed adequate when voltage is between approved limits.

(2) Each instrument shall be provided with two independent sources of power and a means of selecting either power source. When duplicate independent instruments are installed, power source selection need not be provided if each instrument has an independent power source.

(3) The installation and power supply system shall be such that failure of one instrument, or the energy supply from one source, or a fault in any part of the power distribution system, will not interfere with the proper supply of energy from the other source. (See also §§ 4b.606(c) and 4b.623.)

NOTE: The word "instrument" as used herein includes those devices which are physically contained in one unit and those devices which are composed of two or more physically separate units or components connected together; such as a remote indicating gyroscopic direction indicator which includes a magnetic sensing element, a gyroscopic unit, an amplifier, and an indicator connected together.

39. By amending § 4b.613 by adding a new paragraph (f) to read as follows:

§ 4b.613 Powerplant instruments.

* * * * *

(f) *Fuel pressure indication.*

(1) Provisions shall be made to measure the fuel pressure, in all systems supplying reciprocating engines, at a point downstream of all fuel pumps except fuel injection pumps. (For instrument requirements see § 4b.604(e).)

(2) When necessary for the maintenance of the proper fuel delivery pressure, a connection shall be provided to transmit the carburetor air intake static pressure to the proper fuel pump relief valve connection. In such cases, to avoid erroneous fuel pressure reading, the gauge balance lines shall be independently connected to the carburetor inlet pressure.

40. By amending § 4b.625(d) to read as follows:

§ 4b.625 Electrical equipment and installation.

* * * * *

(d) Storage batteries shall be of such design and be so installed that:

(1) Safe oil temperatures and pressures are maintained during any probable charging or discharging condition. No uncontrolled increase in cell temperature shall result when the storage battery is recharged (after previous complete discharge) at maximum regulated voltage, during a flight of maximum duration, under the most adverse cooling conditions likely to occur in service. Tests to demonstrate compliance with this regulation shall not be required if satisfactory operating experience with similar batteries and installations has shown that maintaining safe cell tem-

peratures and pressures presents no problem.

(2) Explosive or toxic gases emitted by the storage battery in normal operation, or as the result of any probable malfunction in the charging system or battery installation, shall not accumulate in hazardous quantities within the airplane.

(3) Corrosive fluids or gases which may be emitted or spilled from the storage battery shall not damage the surrounding airplane structure or adjacent essential equipment.

41. By adding a new § 4b.628 to read as follows:

§ 4b.628 Lightning strike protection.

Those portions of the airplane which are electrically insulated from the main body of the airplane shall be connected to the basic airframe through appropriate lightning arrestors, unless it is shown that a lightning strike on the insulated portion is improbable because of the shielding afforded by other portions of the airplane, or unless it is shown that a lightning strike on the insulated portion would not create a hazard to the airplane or its occupants.

§ 4b.632 [Amendment]

42. By amending § 4b.632(d) by deleting the word "noncombustible" and inserting in lieu thereof the word "flame-resistant".

§ 4b.645 [Amendment]

43. By amending § 4b.645(d) by deleting the last sentence thereof.

44. By adding a new § 4b.647 to read as follows:

§ 4b.647 Flotation means.

If the airplane is not equipped with life preservers in accordance with § 4b.645(d), an approved individual flotation means shall be provided for each occupant. Such flotation means shall be within easy reach of each occupant while seated and readily removable from the airplane.

45. By adding a new § 4b.660 to read as follows:

§ 4b.660 Draining of fluids subject to freezing.

When liquids subject to freezing are drained overboard either in flight or during group operation, drains shall be located and designed to prevent the formation of ice on the airplane as a result of such drainage.

46. By amending § 4b.738 by adding a new paragraph (e) to read as follows:

§ 4b.738 Miscellaneous markings and placards.

* * * * *

(e) *Air-speed placard.* A placard shall be installed in clear view of each pilot giving the maximum air speeds for flap extension to the takeoff, approach, and landing positions.

47. By amending Figure 4b-2 to read as follows:

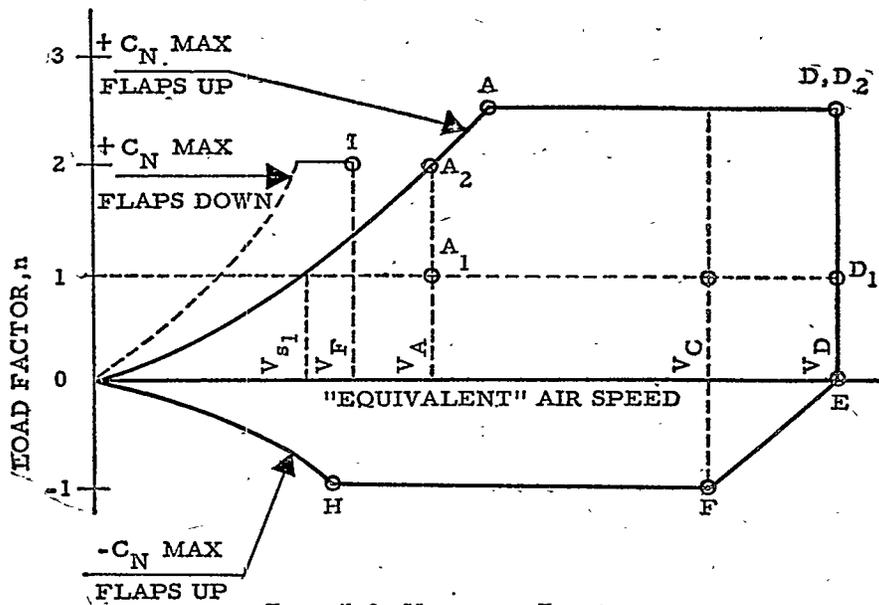


FIGURE 4b-2.—MANEUVERING ENVELOPE.

§ 4b.112-1 [Amendment]

48. By amending § 4b.112-1(d) (1) by deleting the words "Trim speed— $1.4V_{S_0}$," and inserting in lieu thereof the words "Trim speed—as prescribed in § 4b.112 (c) (1)".

49. By amending § 4b.112-1(d) (2) by deleting the words "Trim speed— $1.4V_{S_1}$," and inserting in lieu thereof the words "Trim speed—as prescribed in § 4b.112 ($1.4V_{S_1}$)".

50. By amending § 4b.112-1(e) (3) by deleting the parenthetical expression " $(1.4V_{S_1})$ ".

51. By amending § 4b.131-1(a) by deleting the phrase "to $1.4V_{S_1}$ " from the heading.

52. By amending § 4b.131-1(a) (2) to read as follows:

§ 4b.131-1 Procedure for demonstrating longitudinal control (FAA policies which apply to sec. 4b.131).

* * * * *

(a) * * *

(2) *Test procedure and required data.* The airplane should be trimmed at the speed prescribed in § 4b.112(c) (1); the nose should be pitched downward starting from any speed between that prescribed in § 4b.112(c) (1), and V_{S_1} . The rate of increase in airspeed should be satisfactory for prompt acceleration to the trim speed prescribed in § 4b.112 (c) (1). The following data should be recorded:

- Weight.
- C.G. position.
- Wing flap position.
- Landing gear position.
- Engines, r.p.m. and manifold pressure.
- Pressure altitude.
- Ambient air temperature.
- Trim speed.
- Lowest speed from which pitch is satisfactory.
- Altitude lost to regain trim speed.

(Sec. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354 (a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959:

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7152; Filed, Aug. 31, 1959; 8:45 a. m.]

[Reg. Docket 100; Amdt. 6-4]

PART 6—ROTORCRAFT AIRWORTHINESS; NORMAL CATEGORY

Miscellaneous Amendments Resulting From the 1958 Annual Airworthiness Review

There are contained herein amendments as a result of the 1958 Annual airworthiness Review.

In the flight requirements, a revision to § 6.121 replaces the current requirement for a demonstration of controllability after power failure at only one high speed condition with a requirement for controllability after power failure over the range of air speeds and altitudes for which certification is sought. A revision to § 6.123, while still requiring satisfactory controllability, permits a slight negative slope of the stick position versus speed curve over the speed ranges prescribed.

A number of changes are being made with respect to the structural provisions. The requirement for ground vibration tests previously set forth in § 6.203 is being deleted. This action is based upon the conclusion that if any major component has a natural frequency which would be significantly excited by some operating parameter, such a condition would be revealed in the course of other flight and ground tests. Section 6.235, having to do with the braked roll condition, is being amended to indicate that where rotor lift is present a load factor of 1.0 is acceptable in place of 1.33. In order to standardize the test procedure used in

the shock absorption tests of § 6.237, this section is being changed to specify the attitude of the landing gear during drop tests. Another change to the structural provisions is being made to § 6.247, covering skid gear ground loading conditions. This amendment permits, when applicable, the use of more than limit rotor lift in the conduct of the ultimate drop test.

Several changes are being made to the sections dealing with control system design. One, to § 6.320, adds a requirement aimed at minimizing the possibility of incorrect assembly of the elements of the flight control system. In addition, a new § 6.328 is being included to provide minimum safety standards for power-operated control systems.

In the subpart dealing with powerplant installations, § 6.420 is being revised to include requirements for multi-engine rotorcraft which employ a common fuel tank. Section 6.424 is being amended to provide for automatically activated or continuously operating emergency fuel pumps. This change is intended to assure that in the event of failure of the main fuel pump, fuel would continue to be supplied to the engine without requiring action by the pilot. Sections 6.445 and 6.446 are being deleted inasmuch as the requirements of these sections are now covered in § 6.604. By the amendment to § 6.485, the use of rigid fuel lines is permitted regardless of whether or not the line is under pressure, provided there is no other requirement for flexibility.

Section 6.604, covering powerplant instruments, is being revised to no longer require oil temperature indicators for all gearboxes but to require an oil temperature warning device for main rotor drive gearboxes. A new § 6.606 is being added to indicate the general requirements for reliability of equipment and systems. Since it is difficult to maintain low speeds during climb-out and because the pilot's attention is not likely to be concentrated on the air-speed indicator during the takeoff maneuver much before climb-out speed is reached, § 6.612 is being revised to make the requirement for air-speed indicator accuracy at low speeds more realistic. Section 6.621 is being amended to cover new types of storage batteries as well as the conventional lead-acid type.

In the subpart dealing with operating limitations and information, the limiting height-speed diagram for safe landing after power failure has been transferred from operating limitations to operating information by deleting § 6.715 and § 6.741(f) and by inserting the text of the latter in § 6.743. The flight test requirements to establish the diagram are being inserted as a new § 6.116. Through these changes, the height-speed diagram will no longer be a limitation under the type certificate, but may be applied as a limitation in particular types of operations under the operating rules.

In addition, there are included other changes which are of a clarifying or editorial nature.

Interested persons have been afforded an opportunity to participate in the making of this amendment (24 F.R. 128),

and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 6 of the Civil Air Regulations (14 CFR Part 6, as amended) is hereby amended as follows, effective Oct. 1, 1959:

§ 6.1 [Amendment]

1. By amending § 6.1(c) (3) by deleting the phrase "by the U.S. National Advisory Committee for Aeronautics" and inserting in lieu thereof the phrase "by the National Aeronautics and Space Administration (formerly the National Advisory Committee for Aeronautics)".
2. By amending § 6.1(e) (4) by deleting the parenthetical expression "(TAS=EAS (ρ₀/ρ)^{1/2})" and inserting in lieu thereof the parenthetical expression "(TAS=EAS (ρ₀/ρ)^{1/2})".

§ 6.110 [Amendment]

3. By amending § 6.110 by deleting the phrase "through 6.115" and inserting in lieu thereof the phrase "through 6.116".

§ 6.111 [Amendment]

4. By amending § 6.111 by deleting the parenthetical expression "(See §§ 6.715, 6.740, and 6.742)" and inserting in lieu thereof "(See §§ 6.116, 6.740, 6.742 and 6.743)".
5. By adding a new § 6.116 to read as follows:

§ 6.116 Limiting height and speeds for safe landing following power failure.

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. Such an envelope shall be established in full autorotation for single-engine helicopters and with one engine inoperative for multiengine helicopters provided that engine isolation design features are incorporated to assure continued operation of the remaining engines. (See § 6.743 (c).)

6. By amending § 6.121 by adding a new paragraph (e) to read as follows:

§ 6.121 Controllability.

(e) Controllability after power failure shall be demonstrated over the range of air speeds and altitudes for which certification is sought, starting with maximum continuous power at critical weight. In taking corrective action, the time delay for all flight conditions shall be based on the normal pilot reaction time, except that for the cruise condition the time delay shall not be less than one second.

7. By amending § 6.123(b) by deleting the words "and maintain" in two places, by amending the introductory paragraphs of subparagraphs (1), (2), and (3), and by adding a note to read as follows:

§ 6.123 Stability.

- (b) *Static longitudinal stability.* * * *

- (1) *Climb.* At all speeds from 0.85V_x to 1.2V_x with: * * *
- (2) *Cruise.* At all speeds from 0.7V_H or 0.7V_{NE}, whichever is less, to 1.1V_H or 1.1V_{NE}, whichever is less, with: * * *
- (3) *Autorotation.* Throughout the speed range for which certification is sought, with: * * *
- (4) *Hovering.* * * *

NOTE: It is considered acceptable for the stick position versus speed curve to have a negative slope within the speed range specified for each of the conditions in subparagraphs (1) through (3) of this paragraph, provided the negative stick displacement required is not greater than 10 percent of the total stick travel.

§ 6.140 [Amendment]

8. By amending § 6.140 by deleting the parenthetical expression "(See also §§ 6.203(f) and 6.711.)" and inserting in lieu thereof "(See § 6.711.)".

§ 6.203 [Amendment]

9. By amending § 6.203 by deleting paragraph (f) and by redesignating paragraph (g) as paragraph (f).

§ 6.235 [Amendment]

10. By amending § 6.235 by deleting the second sentence and inserting in lieu thereof a new sentence to read as follows: "The limit vertical load shall be based upon a load factor of 1.33 when the rotorcraft attitude is as specified in § 6.231(a)(1); the limit vertical load factor may be reduced to 1.0 when the attitude is as specified in § 6.231(a)(2)."

§ 6.237 [Amendment]

11. By amending § 6.237(a) by adding at the end thereof a new sentence to read as follows: "The attitude in which the landing gear unit is tested shall be such as to simulate the landing condition which is critical from the standpoint of the energy to be absorbed by the particular unit."

§ 6.246 [Amendment]

12. By amending § 6.246(f) by deleting the second sentence and inserting in lieu thereof a new sentence to read as follows: "The limit vertical load shall be based upon a load factor of 1.33 when the rotorcraft attitude is as specified in paragraph (b) of this section; the limit vertical load factor may be reduced to 1.0 when the attitude is as specified in paragraph (a) of this section."

§ 6.247 [Amendment]

13. By amending § 6.247(a) by adding at the end thereof the following words "with the assumed rotor lift not to exceed 1.5 times the rotor lift used in the limit drop tests prescribed in § 6.237(a)."

§ 6.320 [Amendment]

14. By amending § 6.320 by adding before the parenthetical expression a new sentence to read as follows: "The elements of the flight control system shall be designed or shall be distinctively and permanently marked to minimize the possibility of incorrect assembly which could result in the malfunctioning of the control system."

15. By adding a new § 6.328 to read as follows:

§ 6.328 Power boost and power-operated control systems.

When a power boost or power-operated control system is used, an alternate system shall be immediately available, such that the rotorcraft can be flown and landed safely in the event of any single failure in the power portion of the system or in the event of failure of all engines. Such alternate system may be a duplicate power portion or a manually operated mechanical system. The power portion shall include the power source (e.g., hydraulic pumps), and such items as valves, lines, and actuators. The failure of mechanical parts (such as piston rods and links) and the jamming of power cylinders need not be considered if such failure or jamming is considered to be extremely remote.

16. By amending § 6.420 by adding a new section title, by redesignating the present title and text as paragraph (a), by deleting the parenthetical expression "(see § 6.604(a)(1))" and inserting in lieu thereof "(see § 6.604(d))", and by adding a new paragraph (b) to read as follows:

§ 6.420 Fuel system design and arrangement.

* * * * *

(b) *Fuel system independence.* The design of the fuel system for multiengine rotorcraft shall be such as to permit fuel to be supplied to each engine through a system independent of all portions of the systems supplying fuel to other engines, except that separate fuel tanks need not be provided for each engine. The following features shall be provided if a single fuel tank is employed on a multiengine rotorcraft:

- (1) Independent tank outlets for each engine. Each outlet shall incorporate a shutoff valve at the tank. This valve may also serve as the firewall shutoff valve required by § 6.426 provided the line between the valve and the engine compartment does not contain a hazardous amount of fuel which can drain into the engine compartment.

- (2) At least 2 vents arranged to minimize the possibility of both vents becoming obstructed simultaneously.

- (3) Filler caps designed to minimize the possibility of incorrect installation or loss in flight.

- (4) The fuel system from the tank outlet to the engine shall be entirely independent of any portion of the system supplying fuel to the other engine(s).

§ 6.421 [Amendment]

17. By amending § 6.421 by deleting the reference "6.741(g)" in the parenthetical expression at the end of the section and inserting in lieu thereof "6.741(f)".

§ 6.424 [Amendment]

18. By amending § 6.424 by adding two new sentences between the first and second sentences to read as follows: "The emergency pump shall be actuated automatically or operated continuously such that sufficient fuel pressure will be maintained to prevent engine stoppage after failure of the mechanical pump. Means

shall be provided for indication to the pilot when the emergency system is in operation."

§ 6.445 [Deletion]

19. By deleting § 6.445.

§ 6.446 [Deletion]

20. By deleting § 6.446.

§ 6.480 [Amendment]

21. By amending § 6.480 by deleting the phrase "through 6.484" and inserting in lieu thereof "through 6.486".

22. By amending § 6.485 to read as follows:

§ 6.485 Lines and fittings.

(a) All lines and fittings carrying flammable fluids in areas subject to engine fire conditions shall be fire resistant, except as otherwise provided in this section. If flexible hose is used, the assembly of hose and end fittings shall be of an approved type. The provisions of this paragraph shall not apply to those lines and fittings which form an integral part of the engine.

(b) Vent and drain lines and their fittings shall be subject to the provisions of paragraph (a) of this section unless a failure of such line or fitting will not result in, or add to, a fire hazard.

23. By amending § 6.604 to read as follows:

§ 6.604 Powerplant instruments.

(See § 6.613 for installation requirements.)

(a) Carburetor air temperature indicator for each engine equipped with a preheater which is capable of providing a heat rise in excess of 60° F.

(b) Cylinder head temperature indicator for each air-cooled 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.

(c) Fuel pressure indicator for each engine (if pump-fed engines are used).

(d) Fuel quantity indicator for each tank. (See § 6.420(a).)

(e) Manifold pressure indicator for each engine (if altitude engines are used).

(f) Oil temperature warning device to indicate when the oil temperature exceeds a safe value in each main rotor drive gearbox (including those gearboxes essential to rotor phasing) having an oil system independent of the engine oil system.

(g) Oil pressure warning device to indicate when the oil pressure falls below a safe value in each pressure lubricated main rotor drive gearbox (including those gearboxes essential to rotor phasing) having an oil system independent of the engine oil system.

(h) Oil pressure indicator for each engine.

(i) Oil quantity indicator for each oil tank. (See § 6.613(d).)

(j) Oil temperature indicator for each engine.

(k) 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.

24. By adding a new § 6.606 to read as follows:

§ 6.606 Equipment, systems, and installations.

(a) *Functioning and reliability.* All equipment, systems, and installations, the functioning of which is necessary in showing compliance with the regulations in this subchapter, shall be designed and installed to insure that they will perform their intended function reliably under all reasonably foreseeable operating conditions.

(b) *Hazards.* All equipment, systems, and installations shall be designed to safeguard against hazards to the rotorcraft in the event of their malfunctioning or failure.

§ 6.612 [Amendment]

25. By amending § 6.612(a) by deleting the last sentence and inserting in lieu thereof a new sentence to read as follows: "The allowable installation error shall not be exceeded at any forward speed above 80 percent of the climb-out speed."

§ 6.613 [Amendment]

26. By amending § 6.613 by deleting paragraphs (e), (f), (g), and (h).

27. By amending § 6.621 to read as follows:

§ 6.621 Storage battery design and installation.

Storage batteries shall be of such design and so installed that:

(a) Safe cell temperatures and pressures are maintained during any probable charging or discharging condition. No uncontrolled increase in cell temperature shall result when the storage battery is recharged (after previous complete discharge) at maximum regulated voltage, during a flight of maximum duration, under the most adverse cooling condition likely to occur in service. Tests to demonstrate compliance with this regulation shall not be required if satisfactory operating experience with similar batteries and installations has shown that maintaining safe cell temperatures and pressures presents no problem.

(b) Explosive or toxic gases emitted by the storage battery in normal operation, or as the result of any probable malfunction in the charging system or battery installation, shall not accumulate in hazardous quantities within the rotorcraft.

(c) Corrosive fluids or gases which may be emitted or spilled from the storage battery shall not damage surrounding rotorcraft structure or adjacent essential equipment.

§ 6.632 [Amendment]

28. By amending § 6.632(e) by deleting the word "noncombustible" and inserting in lieu thereof "flame-resistant."

§ 6.715 [Deletion]

29. By deleting § 6.715.

§ 6.732 [Amendment]

30. By amending § 6.732 by deleting the parenthetical expression "(See §§ 6.612(a), 6.710, 6.711, 6.712, 6.713, and 6.715)" and inserting in lieu thereof "(See §§ 6.116, 6.612(a), 6.710, 6.711, 6.712, and 6.713)".

§ 6.736 [Amendment]

31. By amending § 6.736 by deleting the parenthetical expression at the end of the section and inserting in lieu thereof "(See § 6.741(f).)"

§ 6.741 [Amendment]

32. By amending § 6.741 by deleting paragraph (f) and by redesignating paragraph (g) as paragraph (f).

33. By amending § 6.743 by deleting from the introductory paragraph the phrase "in paragraphs (a) and (b)" and inserting in lieu thereof "in paragraphs (a) through (c)" and by adding a new paragraph (c) to read as follows:

§ 6.743 Performance information.

(c) Sufficient information to outline the limiting heights and corresponding speeds for safe landing after power failure. (See § 6.116.)

(Secs. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959.

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7153; Filed, Aug. 31, 1959; 8:45 a.m.]

[Reg. Docket 100; Amdt. 7-4]

PART 7—ROTORCRAFT AIRWORTHINESS; TRANSPORT CATEGORIES

Miscellaneous Amendments Resulting From the 1958 Annual Airworthiness Review

There are contained herein amendments as a result of the 1958 Annual Airworthiness Review.

In the flight requirements, a revision to § 7.121 replaces the current requirement for a demonstration of controllability after power failure at only one high speed condition with a requirement for controllability after power failure over the range of air speeds and altitudes for which certification is sought. A revision to § 7.123, while still requiring satisfactory controllability, permits a slight negative slope of the stick position versus speed curve over the speed ranges prescribed.

A number of changes are being made with respect to the structural provisions. The requirement for ground vibration tests previously set forth in § 7.203 is being deleted. This action is based upon the conclusion that if any major component has a natural frequency which would be significantly excited by some operating parameter, such a condition would be revealed in the course of other ground and flight tests. The arbitrary design loads established for primary control systems in § 7.225 preclude the use

of some otherwise acceptable installations. Therefore, this section is being revised to permit a rational approach to be used in establishing design loads which will be sufficient to insure a satisfactory control system. Section 7.235, having to do with the braked roll condition, is being amended to indicate that where rotor lift is present a load factor of 1.0 is acceptable in place of 1.33. This is also being reflected in § 7.246.

Several changes are being made to the sections dealing with control system design. One, to § 7.320, adds a requirement aimed at minimizing the possibility of incorrect assembly of the elements of the flight control system. In addition, a new § 7.328 is being included to provide minimum safety standards for power-operated control systems. Another change to the design requirements is being made to § 7.332, wherein the test procedure is being standardized insofar as the attitude of the landing gear is concerned during the drop test.

By the amendment to § 7.483, the use of rigid fuel lines is permitted regardless of whether or not the line is under pressure, provided there is no other requirement for flexibility.

An amendment to § 7.612 establishes more realistic requirements for air-speed indicator accuracy at low speeds. This change is based on the fact that it is extremely difficult to maintain low speeds during climb-out and the pilot's attention is not likely to be concentrated on the air-speed indicator during the take-off maneuver much before climb-out speed is reached. Section 7.625 is being amended to cover new types of storage batteries as well as the conventional lead-acid type.

In addition, there are included other changes which are of a clarifying or editorial nature.

Interested persons have been afforded an opportunity to participate in the making of this amendment (24 F.R. 128), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 7 of the Civil Air Regulations (14 CFR Part 7, as amended) is hereby amended as follows, effective October 1, 1959:

§ 7.1 [Amendment]

1. By amending § 7.1(c) (3) by deleting the phrase "by the U.S. National Advisory Committee for Aeronautics" and inserting in lieu thereof the phrase "by the National Aeronautics and Space Administration (formerly the National Advisory Committee for Aeronautics)".

§ 7.20 [Deletion]

2. By deleting § 7.20(c).
3. By amending § 7.120(c) to read as follows:

§ 7.120 General.

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

4. By amending § 7.121 by adding a new paragraph (e) to read as follows:

§ 7.121 Controllability.

(e) Controllability after power failure shall be demonstrated over the range of air speeds and altitudes for which certification is sought, starting with maximum continuous power at critical weight. In taking corrective action, the time delay for all flight conditions shall be based on the normal pilot reaction time, except that for the cruise condition the time delay shall not be less than one second.

5. By amending § 7.123(b) by deleting the words "and maintain" in two places, by amending the introductory paragraphs of subparagraphs (1), (2), and (3), and by adding a note to read as follows:

§ 7.123 Stability.

- (b) *Static longitudinal stability.* * * *
- (1) *Climb.* At all speeds from $0.85V_r$ to $1.2V_r$, with: * * *
- (2) *Cruise.* At all speeds from $0.7V_H$ or $0.7V_{NE}$, whichever is less, to $1.1V_H$ or $1.1V_{NE}$, whichever is less, with: * * *
- (3) *Autorotation.* Throughout the speed range for which certification is sought, with: * * *
- (4) *Hovering.* * * *

Note: It is considered acceptable for the stick position versus speed curve to have a negative slope within the speed range specified for each of the conditions in subparagraphs (1) through (3) of this paragraph, provided the negative stick displacement required is not greater than 10 percent of the total stick travel.

§ 7.203 [Amendment]

6. By amending § 7.203 by deleting paragraph (f) and redesignating paragraph (g) as paragraph (f).

§ 7.225 [Amendment]

7. By amending § 7.225(a) by deleting from the introductory paragraph the last part of the last sentence which reads "except that design loads less than those resulting from 0.60 of the specified pilot-applied forces shall not be employed" and inserting in lieu thereof two new sentences to read as follows: "The minimum design loads shall in any case be sufficient to provide a rugged system for service use, including consideration of fatigue, jamming, ground gusts, control inertia, and friction loads. In the absence of a rational analysis, the design loads resulting from 0.60 of the specified pilot-applied forces shall be considered as acceptable minimum design loads."

§ 7.235 [Amendment]

8. By amending § 7.235 by deleting the second sentence and inserting in lieu thereof a new sentence to read as follows: "The limit vertical load shall be based upon a load factor of 1.33 when the rotorcraft attitude is as specified in § 7.231(a)(1); the limit vertical load factor may be reduced to 1.0 when the attitude is as specified in § 7.231(a)(2)."

9. By adding a new § 7.246 to read as follows:

§ 7.246 Tail-wheel type landing gear ground loading conditions.

The structure of a rotorcraft equipped with landing gears arranged such that

two wheels are located forward and one wheel is located aft of the center of gravity shall be assumed to be subjected to the loading conditions in accordance with paragraphs (a) through (h) of this section:

(a) *Level landing on forward gear only.* The rotorcraft shall be assumed to be in the level landing attitude with only the forward wheels contacting the ground.

(1) Vertical loads shall be applied in accordance with provisions of § 7.230.

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

(3) In the conditions of subparagraphs (1) and (2) of this paragraph, unbalanced pitching moments shall be assumed resisted by angular inertia forces.

(b) *Level landings; all wheels contacting simultaneously.* The rotorcraft shall be assumed to be in the level landing attitude with all wheels contacting the ground simultaneously.

(1) Vertical loads shall be applied in accordance with the provisions of § 7.230.

(2) The vertical loads specified in subparagraph (1) of this paragraph shall be combined with a drag load at each wheel axle of not less than 25 percent of the respective vertical load. Unbalanced pitching moments shall be assumed resisted by angular inertia forces.

(c) *Nose-up landing condition.* The rotorcraft shall be assumed to contact the ground on the rear wheel only at the maximum nose-up attitude to be expected under all operational landing conditions including landings in autorotation. The conditions of this paragraph need not be applied if it can be demonstrated that the probability of landing with initial contact on the rear wheel is extremely remote. In determining the applicable ground loads, it shall be acceptable to use a rational method to account for the distance between the direction of the rear wheel ground reactions and the rotorcraft c.g.

(1) Vertical loads shall be applied in accordance with the provisions of § 7.230.

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

(d) *One-wheel landing condition.* The rotorcraft shall be assumed in the level attitude to contact the ground on one of the wheels located forward of the c.g. The vertical load shall be the same as that obtained on the one side in the condition specified in paragraph (a)(1) of this section. Unbalanced moments shall be assumed resisted by angular inertia forces.

(e) *Side load landing condition.* The rotorcraft shall be assumed in the landing attitudes of paragraphs (a) and (b) of this section. Side loads in combination with one-half the maximum vertical ground reactions obtained in the landing conditions of paragraphs (a)(1) and (b)(1) of this section shall be applied at each wheel. The magnitude of the side loads on the forward wheels in each case

shall be 0.8 of the vertical reaction (on one side) acting inward and 0.6 of the vertical reaction (on the other side) acting outward. The magnitude of the side load on the rear wheel shall be equal to 0.8 of the vertical reaction. These loads shall be applied at the ground contact point, unless the landing gear is of the full-swiveling type in which case the loads shall be applied at the center of the axle. When a lock, steering device, or shimmy damper is provided, the swiveled wheel shall also be assumed to be in the trailing position with the side load acting at the ground contact point.

(f) *Braked roll condition.* The rotorcraft attitudes shall be assumed to be the same as those prescribed in paragraphs (a) and (b) of this section with the shock absorbers deflected to their static position. The limit vertical load shall be based upon a load factor of 1.33 when the rotorcraft attitude is as specified in paragraph (b) of this section; the limit load factor may be reduced to 1.0 when the attitude is as specified in paragraph (a) of this section. 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.

(g) *Rear wheel turning condition.* The rotorcraft shall be assumed to be in the static ground attitude with the shock absorbers and tires deflected to their static position. A vertical ground reaction equal to the static load on the rear wheel in combination with a side component of equal magnitude shall be assumed. When a swivel is provided, the rear wheel shall be assumed to be swiveled 90 degrees to the rotorcraft longitudinal axis with the resultant load passing through the axle. When a lock, steering device, or shimmy damper is provided, the rear wheel shall be assumed to be in the trailing position with the side load acting at the ground contact point.

(h) *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.

10. By amending § 7.320 by adding before the parenthetical expression a new sentence to read as follows: "The elements of the flight control system shall be designed or shall be distinctively and permanently marked to minimize the possibility of incorrect assembly which could result in the malfunctioning of the control system."

11. By amending § 7.328 to read as follows:

§ 7.328 Power boost and power-operated control systems.

When a power boost or power-operated control system is used, an alternate system shall be immediately available, such that the rotorcraft can be flown and landed safely in the event of any single failure in the power portion of the sys-

tem or in the event of failure of all engines. Such alternate system may be a duplicate power portion or a manually operated mechanical system. The power portion shall include the power source (e.g., hydraulic pumps), and such items as valves, lines, and actuators. The failure of mechanical parts (such as piston rods and links), and the jamming of power cylinders need not be considered if failure or jamming is considered to be extremely remote.

§ 7.332 [Amendment]

12. By amending § 7.332(a) by adding at the end thereof a new sentence to read as follows: "The attitude in which the landing gear unit is tested shall be such as to simulate the landing condition which is critical from the standpoint of energy to be absorbed by the particular unit."

§ 7.334 [Amendment]

13. By amending § 7.334(c) by deleting from the last sentence the words "In any case, the emergency system" and inserting in lieu thereof the words "When an emergency system is installed, it".

14. By amending § 7.483 to read as follows:

§ 7.483 Lines and fittings.

(a) All lines and fittings carrying flammable fluids in areas subject to engine fire conditions shall be fire resistant, except as otherwise provided in this section. If flexible hose is used, the assembly of hose and end fittings shall be of an approved type. The provisions of this paragraph shall not apply to those lines and fittings which form an integral part of the engine.

(b) Vent and drain lines and their fittings shall be subject to the provisions of paragraph (a) of this section unless a failure of such line or fitting will not result in, or add to, a fire hazard.

15. By amending § 7.612(a) by adding a title to subparagraph (3), by redesignating subparagraphs (4) and (5) as subparagraphs (5) and (6), respectively, and by adding a new subparagraph (4) to read as follows:

§ 7.612 Flight and navigational instruments.

(a) *Air-speed indicating systems.*
* * *

(3) *Category A and Category B; multi-engine rotorcraft.* * * *

(4) *Category B; single-engine rotorcraft.* Calibration of the air-speed indicator shall be made in flight at all forward speeds of 10 mph or over. The air-speed error of the installation, including the air-speed indicator instrument calibration error, shall not exceed 3 percent or 5 mph, whichever is greater, at any forward speed above 80 percent of the climb-out speed.

16. By amending the second sentence of § 7.612(f) by deleting the word "pitot" between the words "first" and "system" and inserting in lieu thereof the word "pilot".

17. By amending § 7.625(d) to read as follows:

§ 7.625 Electrical equipment and installation.

* * * * *

(d) Storage batteries shall be of such design and so installed that:

(1) Safe cell temperatures and pressures are maintained during any probable charging or discharging condition. No uncontrolled increase in cell temperature shall result when the storage battery is recharged (after previous complete discharge) at maximum regulated voltage, during a flight of maximum duration, under the most adverse cooling condition likely to occur in service. Tests to demonstrate compliance with this regulation shall not be required if satisfactory operating experience with similar batteries and installations has shown that maintaining safe cell temperatures and pressures presents no problem.

(2) Explosive or toxic gases emitted by the storage battery in normal operation, or as the result of any probable malfunction in the charging system or the battery installation, shall not accumulate in hazardous quantities within the rotorcraft.

(3) Corrosive fluids or gases which may be emitted or spilled from the storage battery shall not damage surrounding rotorcraft structure or adjacent essential equipment.

§ 6.644 [Amendment]

18. By amending § 7.644(d) by deleting the second sentence.

§ 7.715 [Amendment]

19. By amending § 7.715 by deleting the parenthetical expression "(See §§ 7.11(a)(1), 7.111(b), and 7.741(f).)" and inserting in lieu thereof "(See §§ 7.111(a), 7.111(b), and 7.741(f).)".

§ 7.743 [Amendment]

20. By amending § 7.743(b)(5) by deleting the parenthetical expression "(See § 7.612(a)(2) and (3).)" and inserting in lieu thereof "(See § 7.612(a)(2), (3), and (4).)".

(Secs. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959.

E.-R. QUESADA,
Administrator.

[F.R. Doc. 59-7154; Filed, Aug. 31, 1959; 8:45 a.m.]

[Reg. Docket 100; Amdt. 133]

PART 13—AIRCRAFT ENGINE AIRWORTHINESS

Miscellaneous Amendments Resulting From the 1958 Annual Airworthiness Review

There are contained herein amendments as a result of the 1958 Annual Airworthiness Review.

A provision is being added to § 13.110 to require that the induction system be self-draining in static attitudes to pre-

vent liquid locks and later malfunctioning of the engine.

A provision is being added to § 13.112 to require venting of the crankcase to the atmosphere to prevent pressurization of the crankcase high enough to cause oil leaks which present fire hazards.

A provision is being added to § 13.155 to require that for engines incorporating a multispeed supercharger drive the supercharger be shifted from operation at the lower speed to the higher and the appropriate power be obtained at the higher supercharger speed within 5 seconds. This capability is necessary to prevent supercharger drive system damage resulting from prolonging the time to shift speeds and to assure that the appropriate power can be obtained.

A provision is being added to § 13.210 to require means to indicate functioning of the compressor air bleed system for protection of the engine during icing conditions. This will permit the flight crew to know that the engine portion of the ice protection system is available for use.

Section 13.211 is being amended to require for turbine engines that an electric ignition system (if used) shall have at least two igniters and two separate secondary electric circuits. This will afford reliability similar to that obtained with reciprocating engines employing dual electric ignition systems.

Section 13.217 is being added to provide that the power or thrust of turbine engines can be increased under static conditions from flight idle to 95 percent of the takeoff rating in not over 5 seconds.

Section 13.259 is being added to specify criteria which are intended to assure that engine-actuated propeller controls function without detrimental effect on either the engine or the propeller.

Section 13.260 is being added to establish the airworthiness standard for thrust reversers. Detailed test provisions are specified for reversing systems intended for ground use only. For inflight reversing systems, these basic provisions are intended to be applied together with such other tests as are found necessary by the Administrator to assure the airworthiness of the device. A note is appended to this requirement to clarify the applicability of § 4b.407 to portions of reverser systems which are also integral parts of the engine.

Amendments which were proposed to establish fail safe criteria for automatic engine control systems, to provide that compressor rotors be designed and constructed to provide sufficient strength to withstand damage-inducing factors associated with engine operation, and to provide additional design considerations to assure the structural integrity of turbine rotors, are deferred pending the results of further study of the problems which are involved in these issues. For the same reason, a proposal to add a requirement establishing criteria to prevent unsafe conditions in the event of a single probable failure or malfunction of any single element in the engine, is also deferred.

Interested persons have been afforded an opportunity to participate in the mak-

ing of this amendment (24 F.R. 128), and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, Part 13 of the Civil Air Regulations (14 CFR Part 13, as amended) is hereby amended as follows, effective October 1, 1959;

1. By amending § 13.110 by adding a new paragraph (d) to read as follows:

§ 13.110 Fuel and induction system.

* * * * *

(d) All passages in the induction system which conduct a mixture of fuel and air shall be self-draining, so as to prevent a liquid lock in the cylinders, in all attitudes which the applicant establishes as those the engine can have when the aircraft in which it is installed is in the static ground attitude.

2. By amending § 13.112 by adding a new paragraph (d) to read as follows:

§ 13.112 Lubrication system.

* * * * *

(d) The engine shall be designed and constructed in such a manner that the crankcase is vented to the atmosphere so as to preclude leakage of oil resulting from excessive pressure within the crankcase.

§ 13.155 [Amendment]

3. By amending § 13.155 by adding a new sentence at the end thereof to read as follows: "If the engine incorporates a multispeed supercharger drive, the design and construction shall be such that the supercharger can be shifted from operation at the lower speed ratio to the higher and the power appropriate to the manifold pressure and speed settings for maximum continuous power at the higher supercharger speed ratio can be obtained within 5 seconds."

4. By amending § 13.210 by adding a new paragraph (e) to read as follows:

§ 13.210 Fuel and induction system.

* * * * *

(e) If air is bled from the compressor for protection of the engine in icing conditions, provision shall be made for positive indication that air is being directed to the proper passages.

5. By amending § 13.211 to read as follows:

§ 13.211 Ignition system.

All engines shall be equipped with an ignition system for starting the engine on the ground and in flight. An electric ignition system shall have at least two igniters and two separate secondary electric circuits.

6. By adding a new § 13.217 to read as follows:

§ 13.217 Power or thrust response.

The design and construction of the engine shall be such as to enable an increase, under static conditions, from flight idle power or thrust to 95 percent of takeoff power or thrust in not over 5 seconds.

7. By adding a new § 13.259 to read as follows:

§ 13.259 Engine-propeller systems tests.

The following tests shall be conducted, where applicable, with a propeller installed which will be representative of the type used on a typical aircraft installation. They may be included in the endurance run or otherwise performed in a manner acceptable to the Administrator.

(a) Feathering operation: 25 cycles.

(b) Negative torque and/or thrust system operation: 25 cycles from maximum continuous power.

(c) Automatic decoupler operation: 25 cycles from maximum continuous power (if repeated decoupling and recoupling in service is the intended function of the device).

(d) Reverse thrust operation: 175 cycles from the flight-idle position to full reverse and 25 cycles at maximum continuous power from full forward to full reverse thrust. At the end of each cycle the propeller shall be operated in reverse pitch for a period of 30 seconds at the maximum rotational speed and power declared by the applicant for reverse pitch operation.

8. By adding a new § 13.260 and a note to read as follows:

§ 13.260 Thrust reversers.

If the engine incorporates a reverser, the endurance, calibration, operation, and vibration tests prescribed in this part shall be run with the reverser installed. In complying with the provisions of this section, the power control lever shall be moved from one extreme position to the other in not more than one second except, where regimes of control operations are incorporated necessitating scheduling of the power control lever motion in going from one extreme position to the other, a longer period of time shall be acceptable but in no case shall this time exceed 3 seconds. In addition, the tests prescribed in paragraphs (a) and (b) of this section shall be applicable. These tests may be scheduled as part of the endurance run.

(a) If the reverser is intended for use only as a braking means on the ground, 175 reversals shall be made from flight-idle forward thrust to maximum reverse thrust and 25 reversals shall be made from maximum forward to maximum reverse thrust. After each reversal, the reverser shall be operated at full reverse thrust for a period of one minute.

(b) If the reverser is intended for use in flight, the provisions of paragraph (a) of this section shall apply, together with such other tests as are found necessary by the Administrator to assure the airworthiness of the device.

NOTE: The provisions of § 4b.407 apply to the complete reverser system, including that portion which is an integral part of the engine.

(Secs. 313(a), 601, 603, 72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423)

Issued in Washington, D.C., on August 24, 1959.

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7155; Filed, Aug. 31, 1959; 8:45 a.m.]

Title 27—INTOXICATING LIQUORS

Chapter I—Internal Revenue Service, Department of the Treasury

[T.D. 6410]

[Regs. 5]

PART 5—LABELING AND ADVERTISING OF DISTILLED SPIRITS

Miscellaneous Amendments

Notice of public hearing to be held in Washington, D.C., on November 28, 1956, and in San Francisco, California, on December 5, 1956, with respect to certain proposals to amend Regulations No. 5, Relating to Labeling and Advertising of Distilled Spirits, was published in the FEDERAL REGISTER on October 31, 1956 (21 F.R. 8321). Upon the conclusion of the said hearing and after consideration of all relevant material submitted by interested persons in connection therewith regarding the proposals, the following amendments to Regulations No. 5 (27 CFR Part 5) are hereby adopted:

PARAGRAPH 1. In order to require the country of origin to appear on the brand or back label of all imported distilled spirits whether imported in bottles or bottled after importation:

(A) Section 32(b) (27 CFR 5.32(b)) is amended by adding immediately following subparagraph (2), a new subparagraph reading as follows:

(3) In the case of imported distilled spirits, the country of origin in accordance with § 5.35.

(B) Section 35 (27 CFR 5.35) is amended by relettering paragraph (f) as "(g)" and adding a new paragraph (f) reading as follows:

(f) On labels of imported distilled spirits there shall be stated the country of origin in substantially the following form "Product of _____", the blank to be filled in with the name of the country of origin.

This amendment is to be effective 90 days after publication in the FEDERAL REGISTER.

PAR. 2. In order to permit the use of the phrase "distilled by", followed by the corporate name, or any trade name shown on the distiller's permit at the time the spirits were distilled, on the labels of domestic distilled spirits not bottled in bond, section 35(a) (1) (27 CFR 5.35(a) (1)) is amended to read as follows:

(1) That, where distilled spirits are bottled by or for the distiller thereof, there may be stated, in lieu of the phrase "bottled by", followed by the bottler's name (or trade name) and address, the phrase "distilled by", followed by the corporate name, or the trade name under which the particular spirits were distilled, or (except in the case of distilled spirits bottled in bond under section 5233, Internal Revenue Code of 1954) any trade name shown on the distiller's permit (covering the premises where the particular spirits were distilled), at the

time the spirits were distilled, irrespective of the name under which they were actually distilled; and the address (or addresses) of the distiller;

This amendment is of a liberalizing nature and shall become effective on the date of publication in the FEDERAL REGISTER.

PAR. 3. In order to permit the use of a statement showing that the distilled spirits were bottled in the United States in lieu of showing the name and address of the bottler, in the case of imported distilled spirits bottled in United States for the importer thereof, subparagraph (2) of section 35(b) (27 CFR 5.35(b)) is amended by changing the period at the end thereof to a comma and adding the following wording: "except that if the distilled spirits are bottled in the United States for the person responsible for the importation there may be stated, in lieu of the above-required statements, the name and principal place of business in the United States of such person, immediately preceded by the phrase "imported by and bottled in the United States for" (or a similar appropriate phrase)."

This amendment is of a liberalizing nature and shall become effective on the date of publication in the FEDERAL REGISTER.

PAR. 4. In order not to require the word "brand" to appear as a part of a brand name containing the word "old" or other word denoting age, on labels of whiskies and brandies that are not required to bear an age statement and on the labels of rum which has been aged for not less than 4 years and to permit general inconspicuous age, maturity or other similar representation on labels of rum if the rum has been aged for not less than 4 years, even though the label does not bear an age statement, section 39(e) (5) (27 CFR 5.39(e) (5)) is amended to read as follows:

(5) If any age, maturity, or similar representation (including words or devices in any brand name or mark) is made relative to any distilled spirits (except neutral spirits, gin, liqueurs, cordials, vodka, cocktails, gin fizzes, highballs, and bitters), the age shall also be stated on all labels where such representation appears, and in script, type, or printing substantially as conspicuous as such representation: *Provided*, That the labels of such whiskies and brandies (except immature brandies) as are not required to bear a statement of age on the label and the labels of rum which has been aged for not less than 4 years may contain general inconspicuous age, maturity or other similar representations even though the label does not bear the optional age statement. Age, maturity or similar representations as to neutral spirits, gin, liqueurs, cordials, vodka, cocktails, gin fizzes, highballs, and bitters, are misleading, and shall not appear upon any label, except that the use of the word "old" or other word denoting age, appearing as part of the brand name, shall not be deemed to be an age representation in the case of such distilled spirits, or in the case of distilled spirits bottled in bond under the Bottling in Bond Act of the United States, or in the

case of whiskies and brandies (except immature brandies) as are not required to bear a statement of age on the label or in the case of rum which has been aged for not less than 4 years. As to all other distilled spirits the word "old" or other word denoting age, appearing as part of the brand name, shall be deemed to be an age representation unless the word "brand" appears in direct conjunction with such brand name in letters of equally conspicuous color and at least one-half the size of the type in which such brand name is printed.

This amendment is of a liberalizing nature and shall become effective on the date of publication in the FEDERAL REGISTER.

PAR. 5. In order to permit general inconspicuous age, maturity or other similar representations in advertisements for rum, if the rum has been aged for not less than 4 years, even though an age statement does not appear on the labels of the advertised product or in the advertisement itself, the last sentence of section 64(c) (27 CFR 5.64(c)) is amended to read as follows: "An advertisement for any whisky or brandy (except immature brandies) which is not required to bear a statement of age on the label or an advertisement for any rum which has been aged for not less than 4 years may, however, contain general inconspicuous age, maturity or other similar representations even though the optional age statement does not appear on the label of the advertised product and in the advertisement itself."

This amendment is of a liberalizing nature and shall become effective on the date of publication in the FEDERAL REGISTER.

(49 Stat. 981, as amended; 27 U.S.C. 205)

[SEAL] DANA LATHAM,
Commissioner of Internal Revenue.

Approved: August 26, 1959.

FRED C. SCRIBNER, JR.,
Acting Secretary of the Treasury.

[F.R. Doc. 59-7262; Filed, Aug. 31, 1959;
8:48 a.m.]

Title 32—NATIONAL DEFENSE

Chapter XVI—Selective Service System

[Amdt. 82]

PART 1621—PREPARATION FOR CLASSIFICATION

Lists of Registrants

Paragraph (c) of § 1621.5 of the Selective Service Regulations is amended to read as follows:

§ 1621.5 Preparation of List of Registrants (SSS Form No. 3).

* * * * *

(c) The local board shall forward the original of each List of Registrants (SSS Form No. 3) to the State Director of Selective Service and file the copy. Both the original and the copy shall be retained until their disposal is authorized by the Director of Selective Service.

(Sec. 10, 62 Stat. 618, as amended; 50 U.S.C. App. 460; E.O. 9979, July 20, 1948, 13 F.R. 4177; 3 CFR, 1943-1948 Comp.)

The foregoing amendment to the Selective Service Regulations shall become effective upon filing with the Office of the Federal Register.

[SEAL] LEWIS B. HERSHEY,
Director of Selective Service.

AUGUST 27, 1959.

[F.R. Doc. 59-7265; Filed, Aug. 31, 1959; 8:49 a.m.]

Title 43—PUBLIC LANDS: INTERIOR

Chapter I—Bureau of Land Management, Department of the Interior

APPENDIX—PUBLIC LAND ORDERS [Public Land Order 1964]

[81698]

ARIZONA

Order Opening Public Lands (Power Site Reserve No. 188)

By virtue of the authority vested in the Secretary of the Interior by section 24 of the act of June 10, 1920 (41 Stat. 1075; 16 U.S.C. 818), as amended, and pursuant to DA-134—Arizona of the Federal Power Commission issued February 17, 1959, it is ordered as follows:

1. Subject to the provisions of section 24 of the Federal Power Act of June 10, 1920 (*supra*), the following-described public lands are hereby opened to location, entry and selection under the public land laws:

G. & S. R. MERIDIAN

T. 10 N., R. 3 W.,
Sec. 23, SW¼SW¼.

Containing 40 acres.

2. Until 10:00 a.m. on February 26, 1960, the lands shall be subject only to application by the State of Arizona, in accordance with and subject to the limitations and requirements of subsection (c) of section 2 of the act of August 27, 1958 (72 Stat. 928; 43 U.S.C. 851, 852), and the regulations in 43 CFR. During this period the State may also apply for the reservation to it or to any of its political subdivisions, under any law or regulation applicable thereto, of any of the lands required for rights-of-way or materials sites in accordance with the provisions of Section 24 of the Federal Power Act.

3. Commencing at 10:00 a.m. on February 26, 1960, the lands shall be open to application, petition, location, and selection by the public generally, subject to valid existing rights, the provisions of existing withdrawals, the requirements of applicable law, and the 91-day preference right filing period for veterans and others entitled to preference under the act of September 27, 1944 (58 Stat. 747; 43 U.S.C. 279-284), as amended.

4. The lands have been open to applications and offers under the mineral

No. 171—4

leasing laws, and to location under the United States, mining laws pursuant to the act of August 11, 1955 (69 Stat. 682; 30 U.S.C. 621).

5. Improvements have been placed upon the lands pursuant to section 4 of the Taylor Grazing Act (48 Stat. 1271; 43 U.S.C. 315c). Applications for the lands shall be subject to the regulations in 43 CFR 160.12.

6. Inquiries concerning the lands shall be addressed to the Manager, Land Office, Bureau of Land Management, Phoenix, Arizona.

ROGER ERNST,
Assistant Secretary of the Interior.

AUGUST 26, 1959.

[F.R. Doc. 59-7256; Filed, Aug. 31, 1959; 8:47 a.m.]

Title 50—WILDLIFE

Chapter I—Fish and Wildlife Service, Department of the Interior

SUBCHAPTER B—HUNTING AND POSSESSION OF WILDLIFE

PART 6—MIGRATORY BIRDS

Open Seasons, Bag Limits, and Possession of Certain Migratory Game Birds

Basis and purpose. By notice of proposed rule making published on April 29, 1959 (24 F.R. 3326), the public was invited to submit views, data, or arguments in writing to the Director, Bureau of Sport Fisheries and Wildlife, Washington, D.C., on or before June 1, 1959, and thus participate in the preparation of amendments to Part 6, Title 50, Code of Federal Regulations, to be proposed for the purpose of specifying open seasons, means of hunting, shooting hours, and bag limits for migratory game birds.

Subsequently, after consideration of data obtained through investigations conducted by representatives of various State game departments and by personnel of the Bureau of Sport Fisheries and Wildlife, the several State game departments were informed concerning the season lengths and daily bag and possession limits proposed to be prescribed for the 1959-60 seasons on migratory waterfowl, coots, and Wilson's snipe. The State game departments were also invited to submit recommendations for hunting seasons in the respective States on these species; such hunting seasons to conform to the specified days and to fall within a framework of opening and closing dates, as established by this Department.

Each State game department has now furnished information concerning the hunting seasons desired for its State on migratory waterfowl, coots, and Wilson's snipe. In addition, the game departments of the States of Alabama, Michigan, and Wisconsin have recommended seasons on rails and gallinules to open concurrently with the seasons on migratory waterfowl and coots in those States. The fixing of seasons for these species in

Alabama, Michigan, and Wisconsin was deferred until a later date at the time the 1959-60 seasons for these birds in other States were prescribed on August 14, 1959 (24 F.R. 6623). Finally, at the time of prescribing dove seasons on August 14, 1959 (24 F.R. 6623), the State of Oregon selected a season of September 1 to September 27. That State has now requested that their season be extended to September 30, which is within the prescribed framework. Consideration having been given to all pertinent data received in response to the Notice of Proposed Rule Making relating to the fixing of seasons and bag limits on migratory waterfowl, coots, and Wilson's snipe, the Migratory Bird Treaty Act regulations are amended as indicated below:

1. Section 6.41 *Seasons and limits on doves and wild pigeons*, as the same appears in 24 F.R. 6623, is amended to extend the season on doves in the State of Oregon as follows:

§ 6.41 Seasons and limits on doves and wild pigeons.

* * * * *
(a) *Mourning doves.*
* * * * *

Oregon----- Sept. 1-Sept. 30

2. Section 6.46 *Seasons and limits on rails, gallinules, and woodcock*, as the same appears in 24 F.R. 6623, is amended by prescribing an open season on rails and gallinules in Alabama, Michigan, and Wisconsin. Paragraph (b) of § 6.46 will read, in pertinent part, as follows:

(b) *Mississippi Flyway States.*

	Rails and Gallinules (except coots) (singly or in the aggregate)	Woodcock
Daily bag limits..	15.....	4.
Possession limits..	15.....	8.
Seasons in:		
Alabama.....	Nov. 25-Jan. 3....	Dec. 7-Jan. 15.
* * *	* * *	* * *
Michigan:		
Zone 1 and 2..	Oct. 7-Nov. 15....	Oct. 1-Nov. 9.
Zone 3.....	do.....	Oct. 20-Nov. 9.
* * *	* * *	* * *
Wisconsin.....	Oct. 7-Nov. 25....	Oct. 1-Nov. 9.

3. Section 6.51 is amended by republishing the headnote and revising the introductory paragraph and by adding new paragraphs (b), (c), (d), (e), and (f) as follows:

§ 6.51 Seasons and limits on waterfowl, coots, and Wilson's snipe.

Subject to the applicable provisions of the preceding sections of this part, the areas open to hunting, the respective open seasons (dates inclusive), and the daily bag and possession limits on the species of waterfowl and on coots and Wilson's snipe as designated in this section are prescribed between the dates of September 1, 1959, and January 8, 1960, as follows:

* * * * *

(e) Central Flyway States.

	Ducks and coots	Geese (except Ross's geese)	Wilson's snipe
Daily bag limits.....	See footnote 2.....	See footnote 3.....	8
Possession limits.....	do.....	do.....	8
Shooting hours. ¹			
Seasons in:			
Colorado.....	Oct. 26-Dec. 14.....	Oct. 26-Jan. 8.....	Oct. 26-Nov. 24.....
Kansas.....	Oct. 17-Dec. 15.....	Oct. 7-Dec. 20.....	Oct. 17-Nov. 15.....
Montana.....	Oct. 16-Dec. 4.....	Oct. 16-Dec. 4.....	Closed season.....
Nebraska.....	Oct. 10-Dec. 8.....	Oct. 10-Dec. 23.....	Oct. 10-Nov. 8.....
New Mexico.....	Nov. 20-Jan. 8.....	Nov. 20-Jan. 8.....	Nov. 20-Dec. 19.....
North Dakota.....	Oct. 7-Nov. 25.....	Oct. 7-Dec. 19.....	Closed season.....
Oklahoma.....	Oct. 20-Dec. 18.....	Oct. 20-Jan. 2.....	Oct. 20-Nov. 18.....
South Dakota.....	Oct. 7-Dec. 5.....	Oct. 7-Dec. 13.....	Oct. 7-Nov. 5.....
Texas.....	Nov. 13-Jan. 1.....	Oct. 25-Jan. 8.....	Dec. 3-Jan. 1.....
Wyoming.....	Oct. 16-Dec. 14.....	Oct. 16-Dec. 29.....	Closed season.....

¹ On the opening day of the season for ducks and coots in all Flyways (including both opening days of a split season) shooting will begin at 12 o'clock noon. Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots in that State, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be sunrise to sunset. *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant, and Wilson's snipe) will start at sunrise.

² In the States of Colorado, Montana, New Mexico, North Dakota, and Texas the daily bag limit is 4 ducks and 4 coots and the possession limit is 8 ducks and 8 coots. In the States of Kansas, Nebraska, Oklahoma, South Dakota, and Wyoming, the daily bag limit is 3 ducks and 3 coots and the possession limit is 6 ducks and 6 coots. In all States in the Flyway, the daily bag or possession limit on ducks may not include more than 1 canvasback or 1 redhead or 1 ruddy duck and 1 hooded merganser and 1 Wood duck. *Provided*: There is no open season for wood ducks in New Mexico or for black-bellied tree ducks in Texas.

³ Geese: The daily bag and possession limit on geese is 5, *Provided*, that throughout all the States in the Flyway the daily bag or possession limit on geese in no event may include more than (a) 1 white-fronted goose, or (b) 2 Canada geese or its subspecies, or (c) 1 Canada goose and 1 white-fronted goose. In Wyoming the bag limit is 1 Canada goose except in Goshen County which shall have a bag limit of 2 Canada geese or 1 Canada goose and 1 white-fronted goose. A closed season is prescribed on snow and blue geese in all of Wyoming and in Beaverhead, Gallatin, and Madison Counties in Montana. A closed season is prescribed on Canada geese and its subspecies in Moffat County, Colorado.

(f) Pacific Flyway States.

	Ducks	Geese (except Ross's geese)	Coots and gallinules (singly or in aggregate)	Brant	Wilson's snipe
Daily bag limits.....	25	30	25	3	8
Possession limits.....	10	30	25	3	8
Shooting hours—Footnote 1.....					
Seasons in:					
Arizona ⁴	Oct. 7-Jan. 8.....			Closed season.....	Dec. 5-Jan. 3.....
California ⁴	do.....			Nov. 10-Jan. 8.....	Nov. 23-Dec. 27.....
Idaho.....	do.....			Closed season.....	Nov. 1-Nov. 30.....
Nevada ⁴	Oct. 9-Jan. 8.....			do.....	do.....
Oregon.....	Oct. 7-Jan. 8.....			Nov. 10-Jan. 8.....	Oct. 31-Nov. 29.....
Utah.....	do.....			Closed season.....	Closed season.....
Washington.....	do.....			Nov. 10-Jan. 8.....	Nov. 1-Nov. 30.....

¹ On the opening day of the season for ducks and coots in all Flyways (including both opening days of a split season) shooting will begin at 12 o'clock noon. This shall apply also to gallinules in the Pacific Flyway. Whenever the opening day of any season on geese, brant, or Wilson's snipe is concurrent in a State with the opening day of the season on ducks and coots, shooting hours on all species will start at 12 o'clock noon. On all other open days for ducks and coots and during the entire season (including opening days) on geese, brant, and Wilson's snipe the shooting hours will be sunrise to sunset. *Provided*, That if the open season on geese, brant, or Wilson's snipe in a State is in progress at the time the season in that State opens on ducks and coots, shooting on those species (geese, brant, and Wilson's snipe) will start at sunrise.

² Ducks: The daily bag and possession limit may not include more than 2 canvasbacks, or 2 redheads, or 2 ruddy ducks, or 2 of those species in the aggregate and 1 hooded merganser and 1 wood duck. In addition to the limits on other ducks, the daily bag limit on American and red-breasted mergansers is 5, possession 10, singly or in the aggregate of both kinds.

³ Geese: In the State of Washington the daily bag and possession limit is 3, and throughout all States in the Pacific Flyway the daily bag and possession limit may not include more than 3 of the dark species. *Provided*, That in Bear Lake, Caribou, and Bonneville Counties, Idaho; in Clark County, Nevada; in Mohave and Yuma Counties, Arizona; in California Fish and Game District No. 22 (as defined in the California Fish and Game Code); and in the entire State of Utah, the daily bag and possession limit may include not more than 1 Canada goose or its subspecies.

⁴ In Clark County, Nevada; in Yuma and Mohave Counties, Arizona; and in California Fish and Game District No. 22, the season on Canada geese and their subspecies shall close at sunset December 13, 1959. Closed season on snow geese in Clark, Fremont, Madison, and Teton Counties, Idaho.

⁵ Arizona: Closed season on gallinules.
⁶ Nevada: In that portion of Clark County lying south and east of a line beginning where U.S. Highway 91 intersects the Arizona-Nevada State line; thence southwesterly along U.S. Highway 91 to the town of Glendale; thence southwesterly along U.S. Highways 91 and 93 to Las Vegas; thence southeasterly along U.S. Highways 93, 95, and 466 to Railroad Pass and thence south along U.S. Highway 95 to its intersection with the California-Nevada State line the season shall open on October 7, 1959.

4. In order to provide seasons on waterfowl, coots, and Wilson's snipe in Puerto Rico, the table in § 6.52 is amended to read as follows:

§ 6.52 Migratory game bird hunting seasons for Puerto Rico.

	Mourning doves	Rails and gallinules (singly or in the aggregate)	Ducks	Geese (except snow geese)	Coots	Wilson's snipe
Daily bag limit.....		15	3	2	10	
Possession limit.....		30	6	4	10	
Seasons.....	Closed season.....	Dec. 15-Feb. 12.....	Dec. 15-Feb. 2.....			Closed season.....

(Sec. 3, 40 Stat. 755, as amended; 16 U.S.C. 704. Interpret or apply E.O. 10250, 16 F.R. 5385, 3 CFR, 1951 Supp.)

The State of Oregon has requested an additional 3 days for dove hunting. This is within the number of hunting days offered that State prior to setting the dove seasons on August 14, 1959 (24 F.R. 6623). To afford the usual 30 days of publication as required by Section 4(c) of the Administrative Procedure Act of June 11, 1946, 60 Stat. 238, 5 U.S.C., 1003(c) is impracticable since this document will not be published in time to permit the additional hunting under that requirement. Accordingly, the exceptions provided for under section 4(c) of the Act are invoked and the amendment to § 6.41(a) shall be effective on publication in the FEDERAL REGISTER.

The remainder of the foregoing amendments shall become effective on October 1, 1959, which effective date is in accordance with the provisions of section 4(c) of the Administrative Procedure Act of June 11, 1946, 60 Stat. 238; 5 U.S.C. 1003(c).

FRED A. SEATON,
 Secretary of the Interior.

[F.R. Doc. 59-7315; Filed, Aug. 31, 1959; 11:20 a.m.]

**PROPOSED
 RULE MAKING**

FEDERAL AVIATION AGENCY

[14 CFR Part 600 I

[Airspace Docket No. 59-WA-24]

FEDERAL AIRWAYS

Modification of Federal Airway

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6286 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 286 presently extends from Front Royal, Va., to Cape Charles, Va. The Federal Aviation Agency has under consideration the modification of the Front Royal, Va., to Brooke, Va., segment of Victor 286 which overlaps part of the Quantico, Va., Restricted Area (R-37). This modification would redesignate this segment of Victor 286 via the Casanova, Va., VOR, and the point of intersection of the Brooke VOR 300° and the Herndon, Va., VOR 193° radials; establish appropriate lateral spacing from the Quantico Restricted Area (R-37); and provide more precise navigational guidance on this airway segment. If such action is taken, Victor 286 segment, Front Royal VOR to Brooke VOR, would be designated via the Casanova VOR and the point of intersection of the Brooke VOR 300° and the Herndon VOR 193° radials.

The control areas associated with VOR Federal airway No. 286 are so designated

that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, New York International Airport, Federal Building, Jamaica 30, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6286 (14 CFR 1958 Supp. 600.6286) to read as follows:

§ 600.6286 VOR Federal airway No. 286 (Front Royal, Va., to Cape Charles, Va.).

From the Front Royal, Va., VOR via the Casanova, Va., VOR; point of INT of the Brooke, Va., 300° and the Hurdon, Va., VOR 193° radials; Brooke VOR; to the Cape Charles, Va., VOR. The portions of this airway which lie within the West Dahlgren Restricted Area (R-33) and the Camp A. P. Hill Restricted Area (R-40) are excluded.

Issued in Washington, D.C., on August 26, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-7244; Filed, Aug. 31, 1959;
8:45 a.m.]

I 14 CFR Part 601 I

[Airspace Docket No. 59-WA-56]

CONTROL AREAS AND CONTROL ZONES

Designation of Control Area Extension and Control Zone

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 601 of the

regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration the designation of a control zone and control area extension at Glasgow AFB, Montana. There is at present no controlled airspace designated at Glasgow AFB. In order to enable the control of aircraft in holding patterns and on approaches and departures from the air base, a control area extension of thirty mile radius centered on the Glasgow AFB is proposed. In addition, to provide adequate separation for aircraft utilizing the instrument approaches for the airport, a control zone of five-mile radius from the Glasgow AFB with an extension ten miles southeast is required.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 90007, Airport Station, Los Angeles 45, Calif. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Part 601 (14 CFR, 1958 Supp., Part 601) by adding the following sections:

§ 601.2459 Glasgow, Mont., control zone.

That airspace within a five-mile radius of the Glasgow AFB, and within two miles either side of the 119° radial of the Glasgow VOR to a point ten miles southeast of the Glasgow VOR.

§ 601.1474 Control area extension (Glasgow, Mont.).

That airspace within a thirty-mile radius of Glasgow AFB, Mont.

Issued in Washington, D.C., on August 26, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-7245; Filed, Aug. 31, 1959;
8:45 a.m.]

I 14 CFR Part 601 I

[Airspace Docket No. 59-FW-3]

CONTROL ZONES

Modification of Control Zone

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 601.2154 of the regulations of the Administrator, as hereinafter set forth.

The Memphis, Tenn., control zone presently includes the airspace within a five mile radius of the Memphis Municipal Airport with extensions to the south, based on the Memphis radio range, and to the east, based on the Memphis VOR. ILS instrument approach procedures to Runway 9 and 27 on the Memphis Municipal Airport have been designated. Therefore, the Federal Aviation Agency has under consideration the addition of two new extensions to the Memphis control zone along the west and east courses of the ILS localizer, to provide controlled airspace for aircraft using these approaches.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 601.2154 (14 CFR, 1958 Supp., 601.2154) to read as follows:

§ 601.2154 Memphis, Tenn., control zone.

Within a five-mile radius of the Memphis Municipal Airport and within two miles either side of the south course of the Memphis, Tenn., RR extending to a point ten miles south of the RR, and within two miles either side of the Memphis VOR 112° radial, extending from the five-mile radius zone to a point ten miles east of the VOR, and within two miles either side of the west ILS

localizer course extending from the five-mile radius zone to a point ten miles west of the Brooks RBN, and within two miles either side of the east course of the ILS localizer extending from the five-mile radius zone to a point 15 miles east of the center of the Memphis Municipal Airport.

Issued in Washington, D.C., on August 26, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-7243; Filed, Aug. 31, 1959;
8:45 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-105]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration the establishment of VOR Federal airway No. 447 from Montpelier, Vt., to Newport, Vt. The establishment of this airway by use of a VOR proposed to be installed approximately May 1, 1960, in the vicinity of Montpelier, Vt., at latitude 44°12'41", longitude 72°33'45", would provide a route for the use of VOR equipped aircraft into and from these terminals which are presently served only by colored airways.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue, NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Parts 600 and 601 (14 CFR, 1958 Supp., Parts 600, 601) by adding the following sections:

§ 600.6447 VOR Federal airway No. 447 (Montpelier, Vt., to Newport, Vt.).

From the Montpelier, Vt., VOR to the Newport, Vt., nondirectional radio beacon.

§ 601.6447 VOR Federal airway No. 447 control areas (Montpelier, Vt., to Newport, Vt.).

All of VOR Federal airway No. 447.

Issued in Washington, D.C., on August 26, 1959.

D. D. THOMAS,
Director, Bureau of
Air Traffic Management.

[F.R. Doc. 59-7242; Filed, Aug. 31, 1959;
8:45 a.m.]

FEDERAL TRADE COMMISSION

[16 CFR Ch. II]

[File No. 21-526]

PROPOSED TRADE PRACTICE RULES FOR TIRE AND TUBE REPAIR MATERIAL INDUSTRY

Notice of Hearing and of Opportunity to Present Views, Suggestions or Objections

Opportunity is hereby extended by the Federal Trade Commission to any and all persons, firms, corporations, organizations, or other parties affected by or having an interest in the proposed trade practice rules for the Tire and Tube Repair Material Industry, to present to the Commission their views concerning said rules including such pertinent information, suggestions or objections as they may desire to submit, and to be heard in the premises. For this purpose they may obtain copies of the proposed rules upon request to the Commission. Such views, information, suggestions, or objections may be submitted by letter,

memorandum, brief, or other communication, to be filed with the Commission not later than September 23, 1959. Opportunity to be heard orally will be afforded at the hearing beginning at 10 a.m., e.d.t., September 23, 1959, in Room 332, Federal Trade Commission Building, Pennsylvania Avenue and Sixth Street NW., Washington, D.C., to any such persons, firms, corporations, organizations, or other parties who desire to appear and be heard. After due consideration of all matters presented in writing or orally the Commission will proceed to final action on the proposed rules.

The industry for which trade practice rules are sought to be established through this proceeding consists of persons, firms, corporations and organizations engaged in the manufacture or importation, and sale of tire or tube patches, plugs, boots, rubber or metal replacement or repair valves, valve cores, valve caps, patch kits, cement, clamps, friction tape, cold patches, vulcanizing patches, tire chemical cleaners, solvents, or similar materials and tools used in the repair or maintenance of tires and tubes. Tread rubber, tire liners, tire gauges, tire paint, and equipment used in removing tires from wheels or re-mounting thereon, are not products of such industry for which rules are being established.

These proceedings were instituted pursuant to industry application and have for their purpose the establishment of a comprehensive set of trade practice rules directed to the maintenance of fair competitive conditions in the industry and to the elimination and prevention of such acts and practices as are deemed violative of statutes administered by the Federal Trade Commission. A general trade practice conference for the industry was held in Washington, D.C., at which proposed rules suggested by industry members were considered and discussed. The announced hearing constitutes a further step in the proceedings.

Issued: August 28, 1959.

By the Commission.

[SEAL] JOHN R. HEIM,
Acting Secretary.

[F.R. Doc. 59-7264; Filed, Aug. 31, 1959;
8:49 a.m.]

NOTICES

DEPARTMENT OF AGRICULTURE

Office of the Secretary
MINNESOTA

Designation of Area for Production Emergency Loans

For the purpose of making production emergency loans pursuant to section 2(a) of Public Law 38, 81st Congress (12 U.S.C. 1148a-2(a)), as amended, it has been determined that in the following counties in the State of Minnesota a

production disaster has caused a need for agricultural credit not readily available from commercial banks, cooperative lending agencies, or other responsible sources.

MINNESOTA

- | | |
|----------------|------------------|
| Big Stone. | Redwood. |
| Chippewa. | Sherburne. |
| Kandiyohi. | Stearns. |
| Lac qui Parle. | Stevens. |
| Lincoln. | Swift. |
| Lyon. | Todd. |
| Meekeer. | Traverse. |
| Morrison. | Yellow Medicine. |
| Pope. | |

PROPOSED RULE MAKING

Pursuant to the authority set forth above, production emergency loans will not be made in the above-named counties after June 30, 1960, except to applicants who previously received such assistance and who can qualify under established policies and procedures.

Done at Washington, D.C., this 26th day of August 1959.

MARVIN L. McLAIN,
Acting Secretary.

[F.R. Doc. 59-7260; Filed, Aug. 31, 1959;
8:48 a.m.]

ATOMIC ENERGY COMMISSION

[Docket No. 50-17]

INDUSTRIAL REACTOR LABORATORIES, INC.

Amendment to Facility License No. R-46

Please take notice that the Atomic Energy Commission has issued to Industrial Reactor Laboratories, Incorporated, Plainsboro, New Jersey, Amendment No. 5, set forth below, to Facility License No. R-46, as requested by an application dated July 20, 1959. The amendment deletes that operating restriction contained in Facility License No. R-46 which prohibited operation of the facility by any organization other than AMF Atomics, a Division of American Machine and Foundry Company.

The Commission has found that Industrial Reactor Laboratories, Incorporated, is technically qualified to operate its facility located in Plainsboro Township, Middlesex County, New Jersey and that the issuance of the amendment is not inimical to the common defense and security or to the health and safety of the public.

In accordance with the Commission's rules of practice (10 CFR Part 2) the Commission will direct the holding of a formal hearing on the matter of issuance of the license amendment upon receipt of a request therefor from the licensee or an intervener within thirty (30) days after the issuance of the license amendment. For further details see the application for license amendment submitted by Industrial Reactor Laboratories, Incorporated.

Dated at Germantown, Md., this 24th day of August 1959.

For the Atomic Energy Commission.

R. L. KIRK,
*Deputy Director, Division of
Licensing and Regulation.*

[License R-46, Amdt. 5]

The Atomic Energy Commission, having reviewed application for license amendment dated July 20, 1959, filed by Industrial Reactor Laboratories, Incorporated, finds that Industrial Reactor Laboratories, Incorporated, is technically qualified to operate the facility.

License No. R-46 is hereby amended to delete subparagraph 4.A(2) and to redesignate subparagraphs 4.A(3) and 4.A(4) as subparagraphs 4.A(2) and 4.A(3) respectively.

This amendment is effective as of the date of issuance.

Date of issuance: August 24, 1959.

For the Atomic Energy Commission.

R. L. KIRK,
*Deputy Director, Division of
Licensing and Regulation.*

[F.R. Doc. 59-7263; Filed, Aug. 31, 1959;
8:48 a.m.]

FEDERAL POWER COMMISSION

[Docket Nos. G-19253, G-19257]

FALCON SEABOARD DRILLING CO. ET AL.

Order for Hearing and Suspending Proposed Changes in Rates¹

AUGUST 26, 1959.

In the matters of Falcon Seaboard Drilling Company, et al., Docket No. G-19253; Jake L. Hamon, Docket No. G-19257.

Respondent	Rate sched. No.	Supp. No.	Notice of changes dated	Date tendered	Effective date	Rate suspended and deferred until
1. Falcon Seaboard Drilling Company, et al.	1	3	Undated-----	7-27-59	1-8-27-59	1-27-60
2. Jake L. Hamon-----	12	1	Undated-----	8-3-59	2-11-1-59	4-1-60

¹ The stated effective date is the first day after the required 30 days' notice.

² The stated effective date is that proposed by the Respondent.

The Commission finds, it is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon hearings concerning the lawfulness of the several proposed changes and that the designated supplements to Respondents' FPC Gas Rate Schedules be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I), public hearings shall be held upon dates to be fixed by notices from the Secretary concerning the lawfulness of the proposed increased rates and charges contained in the designated supplements to Respondents' FPC Gas Rate Schedules.

(B) Pending hearing and decision thereon, the said supplement tendered by Falcon Seaboard Drilling Company, et al. is hereby suspended and the use thereof deferred until January 27, 1960, and until such further time as it is made effective in the manner prescribed by the Natural Gas Act.

(C) Pending hearing and decision thereon, the said supplement tendered by Jake L. Hamon be and it hereby is suspended and the use thereof deferred until April 1, 1960, and until such further time as it is made effective in the

¹ This order does not provide for the consolidation for hearing or disposition of the several matters covered herein, nor should it be so construed.

The proposed changes hereinafter designated, which constitute increased rates and charges in presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission, have been tendered for filing by the above-named Respondents. In each filing the purchaser is Tennessee Gas Transmission Company.

In support of its increases, Falcon Seaboard Drilling Company, et al. cites the contract provisions, increased costs for material and labor, and states that it would be discriminatory to suspend the subject increase while allowing initial rates at the same level to become effective. Jake L. Hamon submitted no support for his increased rate other than the notification letter from Tennessee Gas Transmission Company.

The increased rates and charges so proposed have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory or preferential, or otherwise unlawful.

manner prescribed by the Natural Gas Act.

(D) None of the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until the relevant proceeding has been disposed of or until the applicable period of suspension has expired, unless otherwise ordered by the Commission.

(E) Interested State commissions may participate as provided by § 1.8 or § 1.37(f) of the Commission's rules of practice and procedure (18 CFR 1.8 or 1.37(f)).

MICHAEL J. FARRELL,
Acting Secretary.

[F.R. Doc. 59-7246; Filed, Aug. 31, 1959;
8:45 a.m.]

[Project No. 2263]

PENNSYLVANIA POWER AND LIGHT CO.

Notice of Application for License

AUGUST 25, 1959.

Public notice is hereby given that application has been filed under the Federal Power Act (16 U.S.C. 791a-825r) by Pennsylvania Power and Light Company, of Allentown, Pennsylvania, for a new 50-year license for reconstruction of the existing Holtwood Development presently under license as Project No. 1881, issued to Applicant on July 3, 1951, effective January 1, 1938 and expiring June 30, 1970. The project is situated on the Susquehanna River, navigable waters of

the United States, in York and Lancaster Counties, Pennsylvania.

The project consists of an existing concrete gravity dam surmounted by flashboards, a powerhouse with 10 units installed having a total capacity of 108,800 kilowatts under present headwater and tailwater conditions, step-up transformers, switching equipment and other appurtenant electrical, mechanical and hydraulic equipment. Under the proposed reconstruction, the height of the flashboards would be increased from 4.75 feet to 7.0 feet and the tailrace would be enlarged to provide a net increase in head of 8.0 feet; a new generating unit having a capacity of 19,000 kilowatts would be installed in the existing powerhouse, and a 48 x 35-foot flood gate installed in the dam.

At a cost of approximately \$9,000,000.00, Applicant proposes to reconstruct and enlarge the project from its present effective capacity of 100,000 KW to an effective capacity of 144,000 KW, the energy generated being distributed through Applicant's system and sold for public utility purposes.

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 of the Commission (18 CFR 1.8 or 1.10). The last day on which protests or petitions may be filed is October 5, 1959. The application is on file with the Commission for public inspection.

MICHAEL J. FARRELL,
Acting Secretary.

[F.R. Doc. 59-7247; Filed, Aug. 31, 1959;
8:45 a.m.]

[Docket No. G-14978]

PETROLEUM, INC.

Notice of Application and Date of Hearing

AUGUST 26, 1959.

Take notice that on April 25, 1958, as amended May 5, 1958, Petroleum, Inc., Operator, (Applicant) filed an application, pursuant to section 7(b) of the section 7(c) of the Natural Gas Act, for a certificate of public convenience and necessity seeking authorization to render natural gas service to Panhandle Eastern Pipe Line Company (Panhandle) from certain acreage in Kiowa County, Kansas, all as more fully set forth in the application which is on file with the Commission and open to public inspection.¹

Take further notice that on January 16, 1959, Applicant filed in Docket No. G-14978 an amendment to the application, pursuant to section 7(b) of the Natural Gas Act, for permission and approval to abandon the natural gas service to Panhandle as proposed above,

¹Said service is covered by an agreement dated January 31, 1958, on file as Petroleum, Inc. (Operator), et al., FPC Gas Rate Schedule No. 9.

stating that on or about August 26, 1958, water encroachment into the pay formation made it impossible to further produce the well located on the subject acreage and that no further gas was sold subsequent to that date.²

Notice of cancellation of Applicant's FPC Gas Rate Schedule No. 9 has been designated as Supplement No. 5 to Petroleum, Inc. (Operator), et al., FPC Gas Rate Schedule No. 9.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 1, 1959, at 9:30 a.m., e.d.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: *Provided, however*, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and procedure. Under the procedure herein provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

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 September 21, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

MICHAEL J. FARRELL,
Acting Secretary.

[F.R. Doc. 59-7248; Filed, Aug. 31, 1959;
8:45 a.m.]

[Docket No. G-19255]

SOHIO PETROLEUM CO.

Order for Hearing and Suspending Proposed Changes in Rates

AUGUST 26, 1959.

Sohio Petroleum Company (Sohio), on July 30, 1959, tendered for filing two proposed changes in its presently effective rate schedules for sales of natural gas subject to the jurisdiction of the Commission. The proposed changes, which constitute increased rates and charges, are contained in the following designated filings:

²Applicant had been operating under temporary authorization granted by Secretary's letter dated May 1, 1958.

Description: Notices of Change, undated. Purchaser: Natural Gas Pipeline Company of America.

Rate schedule designations: Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 32.¹ Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 33.¹

Effective date: August 30, 1959 (stated effective date is the first day after the required thirty days' notice).

In support of the proposed periodic increased rates, Sohio states that the proposed rates do not exceed the current commodity value of the gas. Sohio also cites the contract provisions and states that the contracts resulted from arm's-length bargaining and that the prices therein are just and reasonable.

The increased rates and charges so proposed have not been shown to be justified, and may be unjust, unreasonable, unduly discriminatory, or preferential, or otherwise unlawful.

The Commission finds it is necessary and proper in the public interest and to aid in the enforcement of the provisions of the Natural Gas Act that the Commission enter upon a hearing concerning the lawfulness of the said proposed changes, and that Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 32 and Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 33 be suspended and the use thereof deferred as hereinafter ordered.

The Commission orders:

(A) Pursuant to the authority of the Natural Gas Act, particularly sections 4 and 15 thereof, the Commission's rules of practice and procedure, and the regulations under the Natural Gas Act (18 CFR Ch. I) a public hearing be held upon a date to be fixed by notice from the Secretary, concerning the lawfulness of the proposed increased rates and charges contained in Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 32 and Supplement No. 3 to Sohio's FPC Gas Rate Schedule No. 33.

(B) Pending such hearing and decision thereon, said supplements be and they each hereby are suspended and the use thereof deferred until January 30, 1960, and thereafter until such further time as they are made effective in the manner prescribed by the Natural Gas Act.

(C) Neither the supplements hereby suspended, nor the rate schedules sought to be altered thereby, shall be changed until this proceeding has been disposed of or until the periods of suspension have expired, unless otherwise ordered by the Commission.

(D) Interested State commissions may participate as provided by §§ 1.8 and 1.37 (f) of the Commission's rules of practice and procedure (18 CFR 1.8 and 1.37 (f)).

By the Commission (Commissioner Hussey dissenting).

MICHAEL J. FARRELL,
Acting Secretary.

[F.R. Doc. 59-7249; Filed, Aug. 31, 1959;
8:48 a.m.]

¹The rate of 16.2 cents per Mcf was suspended in Docket No. G-12205 (Supplement No. 2) until August 21, 1957, but was never placed in effect.

SECURITIES AND EXCHANGE COMMISSION

[File No. 24B-1035]

NORTON PORTLAND CORP.

Order Temporarily Suspending Exemption, Statement of Reasons Therefor, and Notice of Opportunity for Hearing

August 26, 1959.

I. Norton Portland Corporation (issuer), a Maine corporation, 98 Exchange Street, Portland, Maine, filed with the Commission on August 19, 1958 a notification on Form 1-A and an offering circular, and filed amendments thereto, relating to a proposed public offering of 29,265 shares of its Class B \$1 par value non-voting common stock at \$10 per share for an aggregate amount of \$292,650, for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that:

A. The offering circulars filed August 28, 1958, and April 20, 1959, contain untrue statements of material facts and omit to state material facts necessary in order to make the statements made, in the light of the circumstances under which they are made, not misleading, particularly with respect to:

1. The statement on page 3 of the original offering circular filed August 28, 1958, and on page 2 of the amended offering circular filed April 20, 1959, referring to the issuer's Wonsover machines, that "These machines are being offered for sale by reputable farm machinery dealers throughout the world.;"

2. The statement on page 7 of the original offering circular filed August 28, 1958, and on pages 4 and 5 of the amended offering circular filed April 20, 1959 that "In the United States, such companies as American Chain and Cable Company, Inc., American Bosch Arma Corporation, * * * have expressed an interest in the manufacture and/or distribution of the Carbon Monoxit.;"

3. The statement on page 6 of the original offering circular filed August 28, 1958, and on page 4 of the amended offering circular filed April 20, 1959 concerning the interest shown in the issuer's Carbon Monoxit by the Los Angeles Air Pollution Control District;

4. The statement on page 6 of the offering circular filed August 28, 1958, concerning the interest shown in the issuer's Carbon Monoxit by the New York Department of Air Pollution Control.

B. The offering has been made and would be made in violation of section 17 of the Securities Act, as amended.

III. *It is ordered*, Pursuant to Rule 261(a) of Regulation A that the exemption under said regulation be, and it hereby is, temporarily suspended.

Notice is hereby given to Norton Portland Corporation and to any person having any interest in the matter that this order has been entered, that the Commission upon receipt of a written request within thirty days after entry of this order will, within twenty days after the receipt of such request, set the matter down for a hearing at a place to be designated by the Commission for the purpose of determining whether to vacate the temporary suspension order or to enter an order permanently suspending the exemption, without prejudice, however, to the consideration and presentation of additional matters at the hearing, that if no hearing is requested and none is ordered by the Commission, the suspension order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission, and that notice of the time and place for any hearing will promptly be given by the Commission.

By the Commission.

[SEAL] ORVAL L. DuBOIS,
Secretary.

[F.R. Doc. 59-7257; Filed, Aug. 31, 1959;
8:47 a.m.]

INTERSTATE COMMERCE COMMISSION

[Notice 180]

MOTOR CARRIER TRANSFER PROCEEDINGS

August 27, 1959.

Synopses of orders entered pursuant to section 212(b) of the Interstate Commerce Act, and rules and regulations prescribed thereunder (49 CFR Part 179), appear below:

As provided in the Commission's special rules of practice any interested person may file a petition seeking reconsideration of the following numbered proceedings within 20 days from the date of publication of this notice. Pursuant to section 17(8) of the Interstate Commerce Act, the filing of such a petition will postpone the effective date of the order in that proceeding pending its disposition. The matters relied upon by petitioners must be specified in their petitions with particularity.

No. MC-FC 62362. By order of August 26, 1959, the Transfer Board approved the transfer to Murray's Fast Express, Inc., Spring Valley, N.Y., of Certificate No. MC 2725, issued May 24, 1941, in the name of George Edward Murray, doing business as Murray's Fast Express of Spring Valley, N.Y., authorizing the transportation of general commodities,

excluding household goods, commodities in bulk, and various specified commodities, over regular routes, between New York, N.Y., and New Paltz, N.Y.; from New York to Spring Valley, thence over New York Highway 59 to Nyack, N.Y., thence over U.S. Highway 9W to Highland, N.Y., and thence over New York Highway 299 to New Paltz; and return over these routes to New York; service is authorized to and from all intermediate points; and the off-route points of Highland Mills, Woodbury Falls, Salisbury Mills, Washingtonville, Maybrook, and Orange Lake, N.Y. Mrs. Louise R. Jones, Lawrence Street, Spring Valley, N.Y., for transferee and George Edward Murray, Lawrence Street, Rockland, Spring Valley, N.Y., for transferor.

No. MC-FC 62494. By order of August 26, 1959, the Transfer Board approved the transfer to Fred J. Ready, Inc., of Lowell, Mass., of Certificate No. MC 8877 issued November 7, 1957, in the name of Oliver W. Carleton, doing business as C. W. Carleton of Milford, N.H., authorizing the transportation of monuments, building stone, and curbing and paving blocks, from Milford, N.H., to points in Connecticut, Rhode Island, New York, and Massachusetts; groceries, from Boston, Mass., to Milford, N.H.; apples from Milford, N.H., to points in New Hampshire within 25 miles thereof, to Boston, Ayer, and Littleton, Mass., and New York, Ballston Spa, and Red Hook, N.Y.; vegetables from Milford, N.H., to Boston, Mass.; lumber from New York, Albany, and Long Island City, N.Y., Newark, N.J., and Boston and Somerville, Mass., to Milford, N.H.; and from Milford, N.H., to Boston and Chelmsford, Mass.; and new furniture from Milford, N.H., to points in Vermont, Massachusetts, New York, Rhode Island, Connecticut, and New Jersey, to Albany, N.Y., and thence along U.S. Highway 9 to the boundary of the United States and Canada and those on Long Island, N.Y., including points on the indicated highways. James F. Ready, 31 Fifth Avenue, Lowell, Mass., for transferee and Oliver W. Carleton, 24 Highland Ave., Milford, N.H., for transferor.

No. MC-FC 62506. By order of August 26, 1959, the Transfer Board approved the transfer to Jack Coogan, Inc., Dunkirk, New York, of the operating rights in Certificate No. MC 73319, issued May 23, 1949, to Stephen Lodico and Joseph Lodico, doing business as Lodico Bros., Fredonia, N.Y., authorizing the transportation, over irregular routes, of household goods, between points in a described portion of Chautauqua County, N.Y., on the one hand, and, on the other, points in Ohio, Pennsylvania, and New Jersey. Kenneth T. Johnson, Bank of Jamestown Building, Jamestown, N.Y., for applicants.

[SEAL] HAROLD D. McCoy,
Secretary.

[F.R. Doc. 59-7261; Filed, Aug. 31, 1959;
8:48 a.m.]