

MR Reid

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**TITLE 3—THE PRESIDENT
EXECUTIVE ORDER 10021**

FURTHER EXEMPTION OF HARRY B. MITCHELL FROM COMPULSORY RETIREMENT FOR AGE

WHEREAS, in my judgment, the public interest requires that Harry B. Mitchell, a member of the United States Civil Service Commission, who was exempted from compulsory retirement for age for a period of seven months ending December 31, 1948, by Executive Order No. 9956 of May 6, 1948, be further exempted from such compulsory retirement as provided below:

NOW, THEREFORE, by virtue of and pursuant to the authority vested in me by section 204 of the act of June 30, 1932, 47 Stat. 404 (5 U. S. C. 715a), I hereby further exempt the said Harry B. Mitchell from compulsory retirement for age for an indefinite period of time.

HARRY S. TRUMAN

THE WHITE HOUSE,
December 14, 1948.

[F. R. Doc. 48-10970; Filed, Dec. 14, 1948; 11:44 a. m.]

EXECUTIVE ORDER 10022

TRANSFERRING THE USE, POSSESSION, AND CONTROL OF CERTAIN LANDS FROM THE DEPARTMENT OF THE ARMY TO THE TENNESSEE VALLEY AUTHORITY

TENNESSEE

By virtue of the authority vested in me by section 7 (b) of the Tennessee Valley Authority Act of 1933 (48 Stat. 63; 16 U. S. C. 831f (b)), it is ordered that the use, possession, and control of the following-described property comprising the Chattanooga Boat Yard, Tennessee, together with the buildings and other improvements thereon and pertaining thereto, be, and they are hereby, transferred from the Department of the Army to the Tennessee Valley Authority, such transfer being deemed necessary and proper for the purposes of the Authority as stated in the said Tennessee Valley Authority Act of 1933:

Lots 5, 6, 7, 8, and 9 of Forts Addition No. Three (3) as shown by plat or map of the said Addition on file in Cause No. 641 in the

Chancery Court of Hamilton County, State of Tennessee, and of record as part of the decree of partition in the said cause that was registered on May 18, 1872, in Book W, pages 182 to 198, inclusive, in the register's office of the said Hamilton County, and located in the NW fractional ¼ of section 29 in Township 2, Range 4 West, of basis line in Ocoee District, subject to a 20-foot easement across the southern ends of lots 6 and 7 and a 30-foot easement across the southern ends of lots 8 and 9 in favor of the Belt Railway Company of Chattanooga, Tennessee.

HARRY S. TRUMAN

THE WHITE HOUSE,
December 14, 1948.

[F. R. Doc. 48-10969; Filed, Dec. 14, 1948; 11:44 a. m.]

TITLE 14—CIVIL AVIATION

Chapter I—Civil Aeronautics Board

[Supp. 2¹]

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

MISCELLANEOUS AMENDMENTS

The following rules relating to Part 3 are hereby adopted:

§ 3.075 *Susceptibility of materials to fire.* * * *

(CAA Rules)

CAA Rules regarding fire-resistant aircraft materials which apply to § 3.075 are published under § 4b.38251 of this chapter, *infra*.

§ 3.332 *Covering.* * * *

(CAA Rules)

CAA Rules regarding aircraft fabric which apply to § 3.332 are published under § 4b.301 of this chapter, *infra*.

§ 3.471 *Cowling.* * * *

(CAA Rules)

CAA Rules regarding fire-resistant aircraft materials which apply to § 3.471 are published under § 4b.38251 of this chapter, *infra*.

¹ Supplement 2, published on July 10, 1948, in 13 F. R. 3843, is hereby revoked. It is superseded by Supplement 2, published herewith.

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§ 3.6201 Magnetic direction indicator.	
	(CAA Rules)
CAA Rules regarding direction indicators which apply to § 3.6201 are published under § 4b.51 of this chapter, <i>infra</i> .	

These rules shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 601, 52 Stat. 1007, Pub. Law 872, 80th Cong.; 49 U. S. C. 551; Reorg. Plan No. IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2421)

[SEAL] D. W. RENTZEL,
Administrator of Civil Aeronautics.
[F. R. Doc. 48-10848; Filed, Dec. 14, 1948; 8:46 a. m.]

[Supp. 1¹]

PART 4a—AIRPLANE AIRWORTHINESS

MISCELLANEOUS AMENDMENTS

The following rules relating to Part 4a are hereby adopted:

§ 4a.314 Covering. * * *

(CAA Rules)

CAA Rules regarding aircraft fabric which apply to § 4a.314 are published under § 4b.301 of this chapter, *infra*.

§ 4a.415 Fabric covering. * * *

(CAA Rules)

CAA Rules regarding aircraft fabric which apply to § 4a.415 are published under § 4b.301 of this chapter, *infra*.

§ 4a.501 * * *

(CAA Rules)

CAA Rules regarding life rafts and life preservers which apply to § 4a.501 are published under § 4b.5460 of this chapter, *infra*.

§ 4a.51 Non-air carrier (NAC) airplanes. * * *

(CAA Rules)

CAA Rules regarding airspeed indicators, turn-and-bank indicators, bank-and-pitch indicators, direction indicators, climb indicators, and altimeters which apply to § 4a.510 through § 4a.515 are published under § 4b.51 of this chapter, *infra*. CAA Rules regarding life rafts and life preservers which apply here are published under § 4b.5460 of this chapter, *infra*.

§ 4a.53 Air carrier airplanes—Passengers (ACP). * * *

(CAA Rules)

CAA Rules regarding airspeed indicators, turn-and-bank indicators, bank-and-pitch indicators, direction indicators, climb indicators, and altimeters which apply to § 4b.530 through § 4b.534 are published under § 4b.51 of this chapter, *infra*. CAA Rules regarding life rafts and life preservers which apply here are published under § 4b.5460 of this chapter, *infra*.

§ 4a.580 Instruments. * * *

(CAA Rules)

CAA Rules regarding airspeed indicators, turn-and-bank indicators, bank-and-pitch indicators, direction indicators, climb indicators, and altimeters which apply to § 4a.5800 through § 4a.5805 are published under § 4b.51 of this chapter, *infra*.

¹ Supplement 1, published on July 10, 1948, in 13 F. R. 3943-3960, is revoked after the provisions contained therein have been transferred as provided in Supplement 1 to Part 4b of this chapter, *infra*, Supplement 1, published July 10, 1948, is superseded by Supplement 1, published herewith.

§ 4a.724 Air-speed indicator calibration.

(CAA Rules)

CAA Rules regarding airspeed indicators which apply to § 4a.724 are published under § 4b.51 of this chapter, *infra*.

These rules shall become effective upon publication in the FEDERAL REGISTER.

(Sec. 601, 52 Stat. 1007, Pub. Law 872, 80th Cong.; 49 U. S. C. 551; Reorg. Plan No. IV of 1940, 3 CFR, Cum. Supp., 5 F. R. 2421)

[SEAL] D. W. RENTZEL,
Administrator of Civil Aeronautics.

[F. R. Doc. 48-10849; Filed, Dec. 14, 1948;
8:46 a. m.]

[Supp. 1¹]

PART 4b—AIRPLANE AIRWORTHINESS;
TRANSPORT CATEGORIES

MISCELLANEOUS AMENDMENTS

Under section 601 of the Civil Aeronautics Act of 1938, as amended, the Civil Aeronautics Board may delegate to the Administrator of Civil Aeronautics authority to prescribe rules, regulations, and standards which promote safety of flight in air commerce. Under § 4b.05 of the Civil Air Regulations, the Civil Aeronautics Board has authorized the Administrator of Civil Aeronautics to adopt and publish specifications for, and to approve, materials, parts, processes, and appliances required by the Civil Air Regulations. Under § 4b.301 of the Civil Air Regulations, approved aircraft fabric is required. Under § 4b.38251 of the Civil Air Regulations, approved smoke detectors, fire detectors, and fire-resistant aircraft materials are required. Under § 4b.51 of the Civil Air Regulations, approved air-speed indicators, turn-and-bank indicators, bank-and-pitch indicators, direction indicators, climb indicators, altimeters, and air-speed tubes are required. Under § 4b.5214 of the Civil Air Regulations, approved automatic pilots are required. Under § 4b.5460 of the Civil Air Regulations, approved life rafts and life preservers are required.

Acting pursuant to the foregoing statute and regulations, the following rules are hereby adopted. They are made effective on the date indicated, in order to promote safety of the flying public. Compliance with the notice, procedures, and effective date provisions of section 4 of the Administrative Procedure Act would be impracticable, unnecessary, and contrary to the public interest, and therefore is not required.

§ 4b.075 Susceptibility of materials to fire.

(CAA Rules)

CAA Rules regarding fire-resistant aircraft material which apply to § 4b.075 are published under § 4b.38251.

¹ Supplement 1, published on July 10, 1948, in 13 F. R. 3860, is hereby revoked. It is superseded by Supplement 1, published herewith.

§ 4b.301 Materials.

(CAA Rules)

[Technical Standard Order TSO-C14]

AIRCRAFT FABRIC, "INTERMEDIATE" GRADE;
EXTERNAL COVERING MATERIAL

Introduction. Aircraft fabric is in the class of aircraft components which the Administrator of Civil Aeronautics is authorized to approve in accordance with Parts 3, 4a and 4b of the Civil Air Regulations.

This Technical Standard Order is intended to serve as a criterion by which the product manufacturer can obtain Civil Aeronautics Administration approval of his aircraft fabric.

In the establishment of this Technical Standard Order, consideration has been given to existing Government and industry standards for aircraft fabric for the purpose of adopting the performance requirements of one of the recognized aeronautical standards as the minimum safety requirements for "Intermediate" grade fabric which is intended for use as external covering material on civil aircraft or components thereof. The specifications of the Society of Automotive Engineers for "Intermediate" grade fabric contains such requirements.

DIRECTIVE

Provision. Pursuant to §§ 3.06, 3.301, 3.332, 4a.07, 4a.400, 4a.415, 4b.05, 4b.301, 4b.331, and 6.05 of the Civil Air Regulations, which authorize the Administrator to approve aircraft material, the performance requirements for "Intermediate" grade fabric as set forth in section 5 of SAE Specification AMS 3804, Cloth; Airplane, Cotton, Mercerized, dated January 1, 1946,¹ stated below, are hereby established as the minimum safety requirements for "Intermediate" grade fabric which is intended for external use on civil aircraft:

1. **Acknowledgment.** A vendor shall mention this specification number in all quotations and when acknowledging purchase orders.

2. **Application.** The cloth shall be suitable for covering aircraft surfaces such as wings, fuselage, ailerons, and elevators.

3. **Material.** The cloth shall be woven from 1- or 2-ply, combed cotton yarn.

4. **Quality.** (a) The cotton fibers shall be evenly spun into yarns of proper and uniform yarn count, twist, and diameter to produce the texture and weight required.

(b) The yarn shall be reasonably free from nap breaks, broken ends, uneven threads and knots.

(c) Yarns shall be closely woven into fabric uniform in body and appearance, and which shall be reasonably free from striations due to variable weaving operations. Cloth shall be uniformly finished in accordance with the best practice for high-grade airplane cloth.

5. **Requirements.** (a) The cloth shall be piece mercerized, or the yarn may be mercerized under tension.

(b) The weave shall be plain (one up and one down).

(c) The number of threads shall be not more than 94 and not less than 80 per inch in either the warp or the fill.

(d) The selvage edges shall be flat woven with no greater tension than that of the body of the cloth.

(e) The breaking strength shall be not less than 65 pounds per inch of width in either the warp or fill as determined by the ravelled-strip method.

(f) The elongation shall be not greater than 13% in the warp and not greater than 11% in the fill when 57 pounds tension is applied during the ravelled-strip test.

¹ Copies may be obtained from the Society of Automotive Engineers, 29 West Thirty-ninth Street, New York, N. Y.

(g) The tearing strength shall be not less than 4 pounds in either the warp or fill as determined by the trapezoid method.

(h) The weight of the finished cloth shall not exceed 4 ounces per square yard.

(i) The cloth shall contain not more than 2.5% total sizing, finishing and other non-fibrous materials and should be chemically neutral. A desizing operation may be performed if necessary to reduce the sizing content to the 2.5% maximum value specified.

(j) Finishing shall consist of washing, framing and calendaring. The calendaring shall be sufficient to lay any nap present and shall provide a smooth, even surface. Nap may be removed by singeing.

6. **Tests.** All tests shall be made in accordance with ASTM D39-39 except as follows: The test for total sizing, finishing and other non-fibrous materials shall be made in accordance with ASTM D629-42T, using equation 3 for calculation.

7. **Tolerances.** Unless otherwise specified on the drawing or purchase order, the following tolerances apply:

Width (inches):	Tolerance (inches)
36.....	±½
42.....	±¾
60.....	±1
69.....	±1
90.....	±1½

8. **Length of cut.** The length of a single cut shall be not less than 40 yards except that 10% of the total yardage of one width under any contract or order may be in short lengths of from 10 to 25 yards and 10% may be from 25 to 40 yards. However, short lengths shall be rolled together and the roll properly labeled to indicate that it is composed of short lengths.

9. **Length of rolls.** The cloth shall be furnished on rolls containing the following lengths:

Width (inches):	Roll length (yards)
36 and 42.....	500 to 600
60 and 69.....	250 to 300
90.....	175 to 200

10. **Reports.** Unless otherwise specified, the vendor shall furnish for each shipment three copies of a notarized report stating that the cloth conforms to this specification. This report shall include the purchase order number, material specification number and quantity.

11. **Identification.** The cloth shall incorporate a continuous marking to show the manufacturer's name or trade mark and AMS 3804. This marking may be stamped along the selvage.

12. **Packaging.** (a) Packaging shall be accomplished in such a manner as to insure that the cloth, during shipment or storage, will be protected against exposure to moisture or weathering, or harmful agents of any kind.

(b) Each package shall be permanently and legibly marked to give the following information:

Cloth: airplane, cotton, mercerized, 65 lbs.
Breaking Strength AMS 3804
Yardage.....
Width.....
Date of manufacture.....
Order number.....
Manufacturer's name.....

13. **Approval.** A vendor shall not supply cloth to this specification until samples are approved by the purchaser and, after approval, the materials and/or methods of manufacture shall not be changed without written permission from the purchaser. Results of tests on incoming shipments shall be essentially equal to those on the approved samples.

14. **Rejections.** Cloth not conforming to this specification or to authorized modifica-