

the routine physical operation or maintenance of an air carrier such as payments for rent of buildings or property, for heat, light, power, telegraph, and telephone or payments to other carriers for interchange of equipment or settlement of interline traffic balances.

(d) "Persons or firms" shall be construed to mean individuals, partnerships, corporations or other legal entities.

*Schedule G-44—Corporate and Securities Data*

(a) This schedule shall be filed by each supplemental air carrier.

(b) The information to be reported on this schedule shall be prepared in accordance with the detailed instructions set forth on the schedule, as follows: (Corporations shall complete all of the following items; partnerships and sole proprietorships are not required to report items 4, 5, and 7.)

(1) The supplemental air carrier's exact name at the close of the year. Also, indicate whether the supplemental air carrier is a corporation, partnership or sole proprietorship.

(2) Date of incorporation or other organization.

(3) State or other sovereign power under which incorporated or otherwise organized.

(4) Date of termination of charter.

(5) Date and place of annual meetings.

(6) A complete statement setting forth dates of all consolidations, mergers, reorganizations, changes in name, etc., occurring during the year. If, during the year, an original charter of incorporation or a modification of an existing charter was granted, furnish the name of each Government, State or Territory, and reference to each statute under which such grant was made.

(7) With respect to any options outstanding at the close of the fiscal year to purchase securities of the air carrier from the air carrier, the following information shall be reported:

(i) The amount, with the title of the issue, called for by such options.

(ii) A brief outline of the prices, expiration dates, and other material conditions on which such options may be exercised.

(iii) The name and address of each person holding such options calling for more than 5 percent of the total amount subject to option, and the amount called for by the options of each person.

(iv) For each class of such options not previously reported, state the consideration for the granting thereof.

(Sec. 204(a), 72 Stat. 743; 49 U.S.C. 1324. Interpret or apply secs. 401, 407 and 417 of the Federal Aviation Act of 1958, as amended, 72 Stat. 754, 766, 76 Stat. 143-6; 49 U.S.C. 1371, 1377, 1387 and 7 and 9 of Public Law 87-528, 76 Stat. 146, 148)

NOTE: The reporting requirements contained herein have been approved by the

Bureau of the Budget in accordance with the Federal Reports Act of 1942.

By the Civil Aeronautics Board.

[SEAL] HAROLD R. SANDERSON,  
Secretary.

[F.R. Doc. 62-12820; Filed, Dec. 27, 1962;  
8:51 a.m.]

### Chapter III—Federal Aviation Agency

#### SUBCHAPTER C—AIRCRAFT REGULATIONS

[Reg. Docket No. 1422; Amdt. 522]

### PART 507—AIRWORTHINESS DIRECTIVES

#### Bell Model 47 Series Helicopters

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of and specifying a retirement time for wood tail rotor blades on Bell Model 47 Series helicopters was published in 27 F.R. 10125.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**BELL.** Applies to all Model 47 Series helicopters equipped with P/N 47-642-020-1 wood tail rotor blades.

Compliance required as indicated.

There have been several failures of wood tail rotor blades resulting from wood deterioration. To preclude further wood blade failures the following must be accomplished:

(a) Within 50 hours' time in service after the effective date of this AD:

(1) Remove wood tail rotor blades in accordance with the applicable Bell Maintenance and Overhaul (M & O) Manual.

(2) Remove the fiberglass wrapping from the root end area of blades and remove the fiberglass blade covering from areas underneath the wrapping in accordance with the applicable Bell M & O Manual instructions for repair of wood main rotor blades. Cut blade covering by lightly sanding cover as a knife or other sharp instrument can cause damage.

(3) Inspect root end of blades from root end of blade to 6 inches outboard for:

(i) Elongated bolt holes. Maximum allowable diameter 0.260 inch.

(ii) Decay of wood. Detection of decay can be made visually by noting discoloration of the basic material. (Generally decay will start as a grayish discoloration and deepens to a brown color during the later stages.)

(iii) Cracks in the stainless steel leading edge strip and grip plates using at least a 5-power magnifying glass.

(4) Blades found with bolt hole diameters exceeding 0.260 inch, with decay, or with any cracks, shall be removed from service prior to further flight.

(5) Blades without defects may be returned to service after:

(i) Recovering the blade root area in accordance with patching procedures given in the applicable Bell M & O Manual; and

(ii) Rewrapping the root area with two pieces of MIL-P-8013 No. 181 fiberglass cloth

2 x 27 inches in accordance with Bell Service Bulletin No. 75 dated September 17, 1951.

(b) Blades returned to service after compliance with (a) shall be retired from service prior to the accumulation of 200 hours' time in service since reinstallation in accordance with (a).

This amendment shall become effective January 29, 1963.

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

Issued in Washington, D.C., on December 19, 1962.

G. S. MOORE,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 62-12764; Filed, Dec. 27, 1962;  
8:45 a.m.]

[Reg. Docket No. 1462; Amdt. 525]

### PART 507—AIRWORTHINESS DIRECTIVES

#### Curtiss-Wright C-46 Series Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring inspection of the rudder spring tab rod terminals on Curtiss-Wright C-46 Series aircraft was published in 27 F.R. 10771.

Interested persons have been afforded an opportunity to participate in the making of the amendment. No objections were received.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**CURTISS-WRIGHT.** Applies to all C-46 Series aircraft which have rudder assemblies P/N 20-140-5110 installed.

Compliance required as indicated.

A recent inflight failure of the rudder spring tab rod terminal resulted in the free flutter of the rudder spring tab which forced the rudder to oscillate. To preclude the failure of this rod terminal and the resulting loss of control of the aircraft, the following shall be accomplished:

(a) (1) Aircraft with less than 10,000 hours' time in service shall be inspected in accordance with (b) prior to the accumulation of 10,200 hours' time in service and thereafter every 400 hours' time in service.

(2) Aircraft with 10,000 or more hours' time in service shall be inspected in accordance with (b) within 200 hours' time in service after the effective date of this AD, unless already accomplished within the last 200 hours' time in service, and thereafter every 400 hours' time in service from the last inspection.

(b) (1) Remove the clevis, P/N 20-530-5133-2, and AN 316-5R nut from the rudder spring tab rod assembly, P/N 20-530-5134-1.

(2) Inspect for cracks in the shoulder and threaded shank of the rod terminal, P/N 20-530-5132-2, using a dye penetrant, magnetic particle, or an FAA approved equivalent inspection method in conjunction with at least a 5-power magnifying glass.

(3) Replace cracked rod terminals, P/N 20-530-5132-2, prior to further flight.

(c) Rod terminals, P/N 20-530-5132-2, or rod assembly, P/N 20-530-5134-1, having zero

or a known time in service not exceeding 5,000 hours, may be installed in compliance with (b)(3). Such parts shall be inspected and replaced in accordance with the following:

(1) Parts having less than 4,800 hours' time in service shall be inspected in accordance with paragraphs (b) (1) and (2) prior to the accumulation of 5,000 hours and thereafter every 400 hours' time in service.

(2) Parts having 4,800 or more hours' time in service shall be inspected in accordance with paragraphs (b) (1) and (2) within the next 200 hours' time in service and thereafter every 400 hours' time in service.

(3) Cracked parts shall be replaced prior to further flight.

(d) The inspection required by paragraph (b) is no longer required when rod assembly, P/N 20-530-5134-1, is replaced with a new Component Air, Inc., rod assembly, P/N CAI-46003-1, or with an FAA approved rod terminal and clevis, or a rod assembly incorporating a clevis with  $\frac{3}{8}$ -24 UNF or 7/16-20 UNF threads.

(e) Upon request of the operator, an FAA maintenance inspector, subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may adjust the repetitive inspection intervals specified in this Airworthiness Directive to permit compliance at an established inspection period of the operator if the request contains substantiating data to justify the increase for such operator.

This amendment shall become effective January 29, 1963.

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

Issued in Washington, D.C., on December 19, 1962.

G. S. MOORE,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 62-12765; Filed, Dec. 27, 1962; 8:45 a.m.]

[Reg. Docket No. 1401; Amdt. 524]

### PART 507—AIRWORTHINESS DIRECTIVES

#### Fairchild Model F-27 Aircraft

A proposal to amend Part 507 of the regulations of the Administrator to include an airworthiness directive requiring modification of the electrical distribution system on Fairchild F-27 aircraft was published in 27 F.R. 9657.

Interested persons have been afforded an opportunity to participate in the making of the amendment. A comment was received to the effect that all scheduled airlines had already complied and therefore the AD was unnecessary. Since some of these aircraft are operated by persons other than United States air carriers, the AD is still considered necessary. It was requested that provision be made for the acceptance of FAA approved equivalent modifications. This has been incorporated in the AD. Also, a part number was improperly identified and this has been corrected.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**FAIRCHILD.** Applies to Model F-27 aircraft Serial Numbers 2 to 95 inclusive.

Compliance required within the next 1,000 hours' time in service after the effective date of this AD.

In order to preclude the loss of DC power to the primary DC bus in the event of failure of the forward primary bus relay, and the loss of AC power to certain engine instruments in the event of loss of the 115/26V instrument transformer, the following, or an equivalent approved by Chief, Engineering and Manufacturing Branch, FAA Eastern Region, New York shall be accomplished:

(a) Modify the DC electric distribution system to provide an alternate means of connecting the primary bus to the No. 2 electrical panel battery-generator feeder bus by installing one auxiliary forward primary bus relay, Cutler Hammer P/N 6041H172 in parallel with the existing forward primary bus relay. The control circuit for this auxiliary relay shall be made independent of the control circuit for the existing primary bus relay by connecting it to the flight emergency bus through an added 5-ampere circuit breaker and through a separate pair of contacts in the load monitor switch, P/N MS35059-22.

(b) Modify the AC electric distribution system to provide an alternate means of supplying 26V electric power to the AC engine instruments by installing one Eclipse-Pioneer instrument transformer type DW-73-A1 and one selector switch P/N MS35059-23 which will provide for selection of either one of the two instrument transformers.

(Fairchild Service Bulletin 24-9 Revision No. 1, dated June 11, 1962, covers this same subject.)

This amendment shall become effective January 29, 1963.

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

Issued in Washington, D.C., on December 19, 1962.

G. S. MOORE,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 62-12766; Filed, Dec. 27, 1962; 8:45 a.m.]

[Reg. Docket No. 1381; Amdt. 523]

### PART 507—AIRWORTHINESS DIRECTIVES

#### Lockheed Models 49, 149, 649, 649A, 749, 749A, and 1049 Series Aircraft

A proposal to amend Part 507 of the Regulations of the Administrator to include an airworthiness directive requiring replacement of the nose landing gear actuating cylinder attach bolts on Lockheed 49, 149, 649, 649A, 749, 749A, 1049-54, 1049C, 1049D, 1049E, 1049G, and 1049H Series aircraft was published in 27 F.R. 9181.

Interested persons have been afforded an opportunity to participate in the making of the amendment. One comment received recommended that operators who do not desire to maintain landing records be permitted to compute required inspection periods in hours, based upon the substitution of one hour for each landing. This is considered reasonable based on the conservative assumption that the minimum average

length of flight per landing is one hour and the AD has been revised accordingly.

In consideration of the foregoing, and pursuant to the authority delegated to me by the Administrator (25 F.R. 6489), § 507.10(a) of Part 507 (14 CFR Part 507), is hereby amended by adding the following new airworthiness directive:

**LOCKHEED.** Applies to Models 49, 149, 649, 649A, 749, 749A, 1049-54, 1049C, 1049D, 1049E, 1049G and 1049H Series aircraft. Compliance required as indicated.

As a result of several fatigue failures of the nose landing gear actuating cylinder attach bolts, accomplish the following:

(a) For operators maintaining records of landings, within the next 1,000 landings after the effective date of this AD, unless already accomplished within the last 5,000 landings, and thereafter within each 6,000 landings from the last replacement, comply with (c).

**NOTE:** For those operators desiring to maintain records of landings in order to ascertain compliance with this AD, where past records of landings are unavailable, the number of landings prior to the effective date of this AD may be estimated by substituting one landing for each hour of time in service.

(b) For operators not maintaining records of landings, within the next 1,000 hours' time in service after the effective date of this AD, unless already accomplished within the last 5,000 hours' time in service, and thereafter within each 6,000 hours' time in service from the last replacement, comply with (c).

(c) Replace, with new bolts: (1) The two forward bolts, P/N 307403 and P/N 307404, which attach the forward end of the actuating cylinder to the fuselage structure via a universal joint; and (2) the aft bolt, P/N 307402, which attaches the actuating cylinder rod to the drag strut pivot.

This supersedes Amendment 23, 24 F.R. 4651, AD 59-7-4, as amended by Amendment 27, 24 F.R. 5289.

This amendment shall become effective January 29, 1963.

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

Issued in Washington, D.C., on December 19, 1962.

G. S. MOORE,  
Acting Director,  
Flight Standards Service.

[F.R. Doc. 62-12767; Filed, Dec. 27, 1962; 8:45 a.m.]

## Title 21—FOOD AND DRUGS

### Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

#### PART 8—COLOR ADDITIVES

##### Subpart E—Listing of Color Additives for Drug Use Subject to Certification

D&C GREEN No. 6

Pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 706 (b), (c), 74 Stat. 399, 402; 21 U.S.C. 376 (b), (c)), and under the authority delegated to him by the Secretary of Health, Education, and Welfare (25 F.R. 8625), the Commissioner of Food and Drugs, based on a petition filed by Ethicon, Inc., Somerville, New Jersey (27 F.R. 115), and other relevant material,

finds that the color additive D&C Green No. 6 may be safely employed in drugs in accordance with the following prescribed conditions:

**§ 8.4070 D&C Green No. 6.<sup>1</sup>**

(a) *Identity.* The color additive D&C Green No. 6 is 1-4-di-p-toluidino anthraquinone. It conforms to the general specifications of § 8.120 (Subpart B) and the following specific requirements:

Volatile matter (at 135° C.), not more than 2.0 percent.

Water-soluble matter, not more than 0.3 percent.

Matter, insoluble in carbon tetrachloride, not more than 1.5 percent.

Intermediates, not more than 0.5 percent.

Pure dye (as determined by titration with titanium trichloride), not less than 96.0 percent.

Melting point, not less than 210° C.

(b) *Uses and restrictions.* The color additive may be safely used for coloring polyethylene terephthalate surgical sutures, including sutures for ophthalmic use, subject to the following restrictions:

(1) The quantity of the color additives does not exceed 0.75 percent by weight of the suture material.

(2) When the sutures are used for the purposes specified in their labeling there is no migration of the color additive to the surrounding tissue.

(3) The listing of D&C Green No. 6 for the purposes described in paragraph (b) of this section is not to be construed as a listing for any other use.

(c) *Labeling.* The color additive shall bear labeling complying with the regulations under Subpart A of this part.

(d) *Certification.* All batches of D&C Green No. 6 shall be certified in accordance with regulations promulgated under Subpart A of this part.

(Sec. 706 (b), (c), 74 Stat. 399, 402; 21 U.S.C. 376 (b), (c))

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing, and such objections must be supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

*Effective date.* This order shall become effective 60 days from the date of its publication in the FEDERAL REGISTER,

<sup>1</sup> Pending the issuance of Subparts A and B of 21 CFR Part 8, applicable provisions of 21 CFR Part 9 shall govern the general specifications, labeling, and certification of this color additive.

except as to any provision that may be stayed by the filing of proper objections. Notice of the filing of objections or lack thereof will be announced by publication in the FEDERAL REGISTER.

(Sec. 706 (b), (c), 74 Stat. 399, 402; 21 U.S.C. 376 (b), (c))

Dated: December 20, 1962.

GEO. P. LARRICK,  
*Commissioner of Food and Drugs.*

[F.R. Doc. 62-12790; Filed, Dec. 27, 1962; 8:47 a.m.]

**PART 121—FOOD ADDITIVES**

**Subpart D—Food Additives Permitted in Food for Human Consumption**

**DISODIUM GUANYLATE**

The Commissioner of Food and Drugs, having evaluated the data submitted in a petition filed by Merck Chemical Division, Merck and Company, Inc., Rahway, New Jersey, and other relevant data, has concluded that a regulation should issue to provide for the safe use of disodium guanylate as a flavor modifier in food. Therefore, pursuant to the provisions of the Federal Food, Drug, and Cosmetic Act (sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1)), and under the authority delegated to the Commissioner by the Secretary of Health, Education, and Welfare (25 F.R. 8625), subpart D is amended by adding thereto the following section.

**§ 121.1109 Disodium guanylate.**

Disodium guanylate may be safely used as a flavor enhancer in foods, at a level not in excess of that reasonably required to produce the intended effect.

Any person who will be adversely affected by the foregoing order may at any time within 30 days from the date of its publication in the FEDERAL REGISTER file with the Hearing Clerk, Department of Health, Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by the order and specify with particularity the provisions of the order deemed objectionable and the grounds for the objections. If a hearing is requested, the objections must state the issues for the hearing. A hearing will be granted if the objections are supported by grounds legally sufficient to justify the relief sought. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

*Effective date.* This order shall be effective on the date of its publication in the FEDERAL REGISTER.

(Sec. 409(c)(1), 72 Stat. 1786; 21 U.S.C. 348(c)(1))

Dated: December 20, 1962.

GEO. P. LARRICK,  
*Commissioner of Food and Drugs.*

[F.R. Doc. 62-12793; Filed, Dec. 27, 1962; 8:47 a.m.]

**Title 22—FOREIGN RELATIONS**

**Chapter I—Department of State**

[Dept. Reg. 108.487]

**PART 22—FEES AND CHARGES, FOREIGN SERVICE**

**Copying, Recording and Proctoring**

Section 22.1. *Tariff of fees, Foreign Service of the United States of America,* paragraph (a) of Title 22 of the Code of Federal Regulations is amended by adding to the heading "Copying and Recording" the word "Proctoring" and by adding a new item, No. 78, which provides a fee of \$5.00 for each hour or fraction thereof for supervising or proctoring an examination at the request of an agency or instrumentality of the Federal or a State Government by a consular or other officer, including completion of a certificate without seal. The amended heading and new item shall read as follows:

**§ 22.1 Tariff of fees, Foreign Service of the United States of America.**

(a) \* \* \*

**COPYING, RECORDING AND PROCTORING**

**Item No.**

78 Supervising or proctoring an examination at the request of an agency or instrumentality of the Federal or a State Government by a consular or other officer, including completion of a certificate without seal, for each hour or fraction thereof, unless the cost thereof is reimbursable to the Department of State by an agency or instrumentality of the Federal or a State Government..... \$5.00

The regulation contained in this order shall become effective upon publication in the FEDERAL REGISTER. The provisions of Section 4 of the Administrative Procedures Act (60 Stat. 238.5 U.S.C. 1003) relative to notice of proposed rule making and delayed effective date are inapplicable to this order because the provisions thereof involve foreign affairs functions of the United States.

For the Secretary of State.

ABBA P. SCHWARTZ,  
*Administrator, Bureau of Security and Consular Affairs.*

DECEMBER 15, 1962.

[F.R. Doc. 62-12801; Filed, Dec. 27, 1962; 8:49 a.m.]

**Title 31—MONEY AND FINANCE: TREASURY**

**Chapter II—Fiscal Service, Department of the Treasury**

**PART 253—PAYMENTS UNDER THE ACT OF CONGRESS APPROVED AUGUST 30, 1962, ON UNPAID BALANCES OF AWARDS OF PHILIPPINE WAR DAMAGE COMMISSION**

Pursuant to section 5(a) of the Act of August 30, 1962 (Public Law 87-616;