

Tower Hazard

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ing generally applicable to a structure of increased height should be provided. Conversely, a structure, although of appreciable height and in proximity to an airport may require no marking whatever if it is situated so that existing marked obstructions shield it. Hazard painting or lighting of this structure therefore might, under these conditions, be of little or no value.

When the FCC requires under the terms of a construction permit that a flashing code beacon be installed on the tower structure, the CAA considers that such a light is a "true" aid to air navigation. This facility may be compared to marine beacons or marine lights used by the navigator to determine his position with reference to shoals. As a consequence, the operation of these lights although directly within the jurisdiction of the FCC, is of keen interest to the CAA.

The CAA therefore is desirous, in the discharge of its responsibilities assigned by law, to certify all such lights, so as to assure their continued operation in marking the aeronautical hazard on which they are installed. To accomplish this, the owning agency of a radio tower on which such a lighting facility has been placed, is furnished by the CAA with forms ACA 114 which is an application for a certification of a "true" aeronautical light. This application, when sub-

mitted to the regional office involved, is duly processed to the Washington office, which then takes the necessary action leading to the issuance of a certificate granting the owner lawful authority to operate a "true light."

In this regard, the CAA also furnishes the constructing agency with forms ACA 117 which should be completed and forwarded to the respective regional office involved, so that the CAA will be made aware of the construction and all airmen may be advised of the existence of the structure, at such time that it is completed. This information is also used to mark the location of the tower on aeronautical charts which are used by pilots.

The CAA is a federal agency and as such, is charged with the responsibility for providing a public service. It was established primarily to foster and encourage civil aviation and to provide for the advancement of safety in air travel. You can be assured that your problem will receive the most careful consideration and that equitable and logical decisions will be rendered in each case.

When in doubt as to the procedure to be followed, contact the Civil Aeronautics Regional Administrator nearest you, and let him help you with your problem. You will find him cooperative and he will assign personnel on his staff to review your case and furnish you with whatever assistance may be necessary.

The addresses of the CAA regional offices in the United States are here listed for your information:

Civil Aeronautics Administration
Federal Bldg.
New York International Airport
Jamaica, N. Y.
Civil Aeronautics Administration
84 Marietta St., N. W.
Atlanta 3, Ga.
Civil Aeronautics Administration
Chicago-International Airport
Park Ridge, Ill.
Civil Aeronautics Administration
P. O. Box 1689
Fort Worth, Tex.
Civil Aeronautics Administration
9th Floor, City Hall Bldg.
Kansas City 6, Mo.
Civil Aeronautics Administration
5651 W. Manchester Ave.
Los Angeles
Civil Aeronautics Administration
P. O. Box 3224
Seattle 14, Wash.

Frank Graham

FUNERAL services for Frank Graham, 35, Hollywood announcer-actor and program packager, were held last Tuesday in Los Angeles. Mr. Graham was found dead in his automobile Sept. 2, apparently a victim of carbon monoxide poisoning. Star of the weekly Jeff Regan program on CBS Pacific stations, he was set to handle commercials on CBS' *Our Miss Brooks* which resumed Sept. 3 under Colgate-Palmolive-Peet sponsorship. Surviving are his parents, Mr. and Mrs. Frank L. Graham of San Francisco, a sister and a brother.



WARM congratulations were extended to Edward L. Norton, (second l) radio executive, when he was sworn in Sept. 1 to board of governors of Federal Reserve System. Among those present were (l to r): Joseph H. Ream, CBS executive vice president; Mr. Norton; Supreme Court Justice Hugo L. Black, who presided over swearing-in ceremonies; CBS President Frank Stanton; and Secretary of Commerce Charles Sawyer, president, Great Trails Broadcasting Corp. (WING Dayton, Ohio) and Voice of Springfield Inc. (WIZE Springfield). Mr. Norton, who began a 14-year term [BROADCASTING, Sept. 4], is board chairman of Voice of Alabama (WAPI WAFM (FM) WAFM-TV Birmingham) and Florida Broadcasting Co. (WMBR-AM-TV-FM Jacksonville). Other high-ranking cabinet and Capitol Hill representatives attended the ceremonies and a buffet luncheon, held at the Federal Reserve Bldg.

WINS' FUTURE

Losee Takes Over Reins

WILMOT H. LOSEE assumed general management of WINS New York last week, [BROADCASTING, Sept. 4] confident that the station will "continue to go up in the world." He plans no immediate



Mr. Losee

change in station routine and programming, however, "unless," he said with a laugh, "when someone can suggest a better format for a profitable operation." Plans are being made, he admitted, for something rather unusual to fill the gap left by the Yankee games. But they aren't sufficiently advanced yet for disclosure. "When plans are completed," he promises, "it will be something up to a Crosley operation standard."

Bartlett a Hero

TOMMY BARTLETT, emcee of NBC's *Welcome Travelers*, was a Labor Day hero when he landed his amphibian plane on Lake Michigan twice to rescue four persons stranded near Lake Calumet, 17 miles from Chicago. Mr. Bartlett first took one of the four, an expectant mother, to safety, then returned for the others. Meanwhile he radioed Chicago's Midway Airport for an ambulance to meet the plane on arrival at Chicago's lakefront landing strip. The *Welcome Travelers* star had three passengers with him when the rescues were made.

WNYC-AM-FM New York municipally-owned non-commercial stations, broadcast for 12,153 hours during 1949, stations report.

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