

1000 More Served by Water Unit

The number of customers served by the municipally owned water district has increased 1000 over last year, according to Angus E. McVicar, superintendent of Torrance Water District No. 3. There are 17,000 places served by the municipal water district out of a total of 27,000. The remainder of the homes, businesses and industries are served by

four other water companies, McVicar said. "Water will be available as fast as Torrance grows." The replenishment program voted recently by county voters to add more water to the underground reservoirs that lie under the southeastern part of Los Angeles, will function just as soon as a tax is levied, McVicar said.

Water must replace the amount taken, or salt water will seep through. As Torrance grows, feeder mains will be installed to serve the extended area, McVicar declared. A 1,000,000-gallon tank which cost \$50,000 is operating at Ocean Ave. and 226th St. together with a \$12,000 booster station.

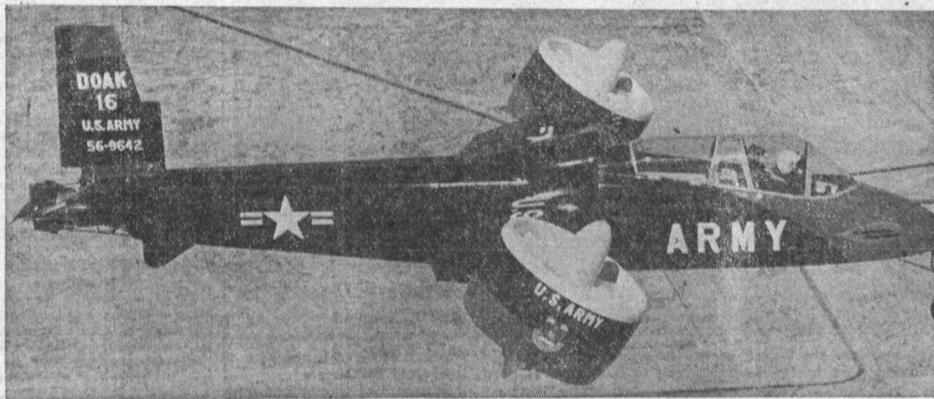
In Lomita Blvd., between Crenshaw and Hawthorne Blvds., a 16-inch feeder main has been laid to increase pressure on the west side of the city. Cost of the main was \$50,000. A 16-inch Metropolitan Water District connection and a 24-inch main, costing \$138,000 has been installed in Pacific Coast Hwy. between Walnut St. in Lomita and Crenshaw Blvd.

Greetings from the Warriors of El Camino College To Torrance and Its Industry

The Associated Student Body El Camino College



Airport in Forefront of Building Activity



UNIQUE AIRCRAFT—The Doak vertical takeoff and landing plane recently was successfully tested by U. S. Army. Craft

is manufactured here by one of major firms quartered at Municipal Airport. Tests by Air Force will be conducted soon.

Year's City Income More Than Costs

The City of Torrance spent less than it received in the year ending June 1959, according to the second annual statement and report of the city's financial condition, issued by Jerome I. Scharfman, director of finance.

Total revenues amounted to \$6,398,796.46, with \$6,332,248.39 in expenditures. Scharfman's statement to City Manager George W. Stevens said: "The fiscal problem which has faced Torrance for many years, and will for some years to come, is that of financing capital improvements while still maintaining an adequate level of current services. The city needs a rubbish disposal site, an auditorium, parks, storm drains, a fire station, airport facilities, and many other relatively minor improvements.

"The situation will undoubtedly be eased upon completion of industrial, commercial and residential construction now in progress, through the substantial property and sales tax revenues these developments will generate. The impact of these additional revenues will begin to be felt near the end of the 1959-1960 fiscal year."

Although the cash balance of the city was lower this year, Scharfman explained:

"Although at the end of the fiscal year the cash balance appears to be considerably lower than at the end of the prior fiscal year, it is because the sum of \$982,409.06 is invested in 91-day U. S. Treasury certificates of \$1,000,000 par value. This is part of the city's cash-management program for temporarily idle funds."

Regarding two special-assessment funds established, he said: "In order to account properly for assessments levied against benefited property, two special assessment district funds were established during the year. They were the Municipal Lighting No. 1 Fund and the Weed Abatement District Fund."

Broken down, the source of revenues was realized from the following:

Property taxes, \$2,226,268.50 or 34.8%; franchise and sales taxes, \$924,272.23, 14.4%; licenses and permits, \$278,464.63, 4.4%; fines and forfeitures, \$140,377.29, 2.2% revenue from other agencies, \$1,016,345.96, or 15.9%.

Current service charges, \$530,443.50, or 8.3%; unclassified, \$27,448.51, or 0.4%; airport, \$102,860.54, or 1.6%; bus system, \$236,470.35, or 3.7%; water department, \$915,824.85, or 14.3%. The expenditures were as follows:

General government, \$916,438.49, 14.5%; public safety, \$1,427,396.21, 22.5%; public works, \$1,954,518.70, or 30.9%; libraries, \$102,915.34, or 1.6%; parks and recreation, \$582,901.57, or 9.2%; unclassified, \$26,042.70, or 0.4%; airport, \$101,236.51, or 1.6%; bus system, \$295,632.02, or 4.7%; water department, \$925,166.85, or 14.6%.

"Revenue from other agencies" item refers to state, county and federal funds. Included for instance is money from the state in lieu of motor vehicle taxes.

The "current service charge" includes refuse charges, fingerprinting and sidewalk repairs.

Post Tells Policy Needed to Cover Midget Cars

A comprehensive automobile insurance policy does not cover midget autos while they are away from the home premises, according to James Post of James Post Insurance Co., 1409 Marcelina Ave. He said:

"There are a large number of midget cars, but it is surprising how many parents don't know midget cars are not included in the auto insurance policy. A separate policy must be taken out."

New insurance policies also affect swimming pools and motor boats, Post said. Where the swim pool is 30 inches or more in depth, it must be declared in the policy, he pointed out.

In the case of motor boats, the horsepower must be declared if the inboard boat exceeds 50 horsepower and the outdoor craft 10 horsepower.

All forms of insurance are written by Post and his associate, Mrs. John Lup, who holds an insurance broker's license.

A broker always is on duty at the office, Post said. Mrs. Post is office manager.

The company specializes in industrial insurance. Other kinds include life, bonds, business, personal, auto, family and fire.

Post, who is past president of the Torrance Insurance Agent Association, started in business in 1952 as special agent for the Northern Insurance Co.

He has been at his present location three years.

House-moving permit fees for 1959 amounted to \$934.

Major projects contemplated for Torrance Municipal Airport may catapult that facility into the forefront of the other city departments in the building-activity race to make 1960 the greatest year in the history of Torrance.

One of the first improvements is construction of \$1,900,000 Airport Plaza shopping center at the northwest corner of Crenshaw Blvd. and Pacific Coast Highway. Work is expected to begin within 90 days, according to George Graziadio, developer.

Ground will be broken for the McDaniel Food Market, which will occupy 36,000 square feet, Graziadio said. Other establishments will include national chain variety store, drugstore, and restaurant.

Negotiations are in progress for construction of a terminal, a hotel, and a tower, according to Jack Egan, airport manager.

Forty T hangars for the storage of private planes besides a large hangar for aircraft repair, also is scheduled.

Three leases let in 1959 for construction of large hangars. These improvements are in addition to six existing hangars.

The airport may be unique in that it is the only facility of its kind that is a site for two distinct kinds of helicopters. One is the conventional type, owned by the Mercury Helicopter Service and the other the Doak 16-Army VZ-4-DA VTOL Research Aircraft.

The conventional helicopter is utilized mainly for realtors who make trips to uninhabited areas in Los Angeles and Orange counties to look over potential subdivision and companies with offices in both Los Angeles and Orange counties. It is imperative that executives of these companies reach the different offices in the shortest time possible, according to Ed Saville, president of the Mercury Company.

The Doak Model 16 has been accepted by the U.S. Army after completion of the 50-hour flight test program and successful demonstration of vertical take-off and landing, short take-off and landing, fully controlled hovering, mid-air conversion, and conventional take-off, flight, and landing.

In fulfilling its contract with the Army Transportation Research and Engineering Command, Doak has proven the feasibility of the tilting ducted-fan concept.

Relative simplicity and ease of operating this type of aircraft are indicated by the fact that it requires no automatic-flight controls, no automatic stabilization, and no artificial damping or power boost and that all phases of flight were achieved in the first 13 hours of flight test.

The steps to transport versions, military and commercial, with higher speed, longer range, and lower maintenance cost than helicopter, should be accomplished without difficulty.

Flight testing was instituted in August, 1958, at Edwards Air Force Base and was completed one year later with sea-level tests at Oxnard Air Force Base. Crosscountry flights from Edwards to Oxnard and return were the first made by a vertical-takeoff aircraft.

An Army-National Aeronautics and Space Administration-Air Force flight-evaluation program will be conducted next, with maintenance and support provided by Doak.

The Doak Model 16 is a two-place, high-wing, ducted-fan research aircraft powered by an 825-horsepower Lycoming YT-53 shaft turbine engine situated in the fuselage. Drive shafts transmit power to the wing-tip-mounted ducted fans. The interconnected fans are rotated from the vertical position for hovering flights by electrically driven actuators.

The ducts may be rotated to intermediate positions for short-field take-offs and landings, to permit carrying extra fuel for extended range.

The aircraft controls for forward flight are conventional. The hovering controls consist of the

duct inlet guide vanes, which are deflected for roll control, and stainless-steel cruciform vanes, located in the turbine exhaust flow to provide pitch and directional control. A switch on the control stick is used for duct rotation.

National significance has been given to the airport with announcement that the famous Power Puff derby will start here this year. Between 70 and 80 airplanes containing 150 woman pilots will leave July 9 and race to Newcastle County Airport in Wilmington, Del. The dash is expected to take four days.

Sponsors are the Torrance Chamber of Commerce in conjunction with the Long Beach Chapters of "99," an international organization of women pilots.

Torrance airport also is used by schools to supplement classroom. Tours are made throughout the year, principally by children in the first to fourth grades. During 1959 more than 500 children visited the airport.

Six industries have plants on the property, because of the advantages the airport offers. They are:

Aerona Manufacturing Corp., manufacturers of aircraft parts.

Hi-Shear Rivet Tool Co. deals in Hi-shear rivets, collars and tools, drill bushings, and hi-lok fasteners.

Mayflower Trailer Co., manufacturer of house trailers and commercial trailers.

Sheridan-Gray, Inc., makes stretch wrap forming machines, and steel rule die blanking.

Torrance Airport has been in existence 15 years. Shortly after the commencement of World War II, California, through the Bureau of Public Roads, acquired the land and started construction of the airport, then known as the Lomita flight strip.

This facility was one of the many being constructed by the state as a defense measure in the early months of the war.

The U.S. Army Air Corps took over the ownership of the land from California before construction was completed. The work was finished under supervision of the Army Corps of Engineers.

Upon completion in 1943, the field became operational as an advanced-training base for P-38 pilots as well as a staging area for fighter pilots going overseas. The Army Air Corps vacated the field early in 1946. The airport then became the property of the War Assets Administration, remaining under that jurisdiction until it was acquired by Torrance the same year.

On March 1, 1958, Torrance assumed management of the airport. It was staffed with an airport manager, assistant airport manager, a secretary, a chief air traffic controller, an air traffic controller, and two field attendants.

On April 4, 1958, the control tower was activated. It is operated from mid-morning until sunset.

The staff was enlarged to include two additional field attendants. The rotating beacon was activated and runway lights provided from dusk until dawn. During this period, supervision of the field was provided by the field attendants in the early hours of the evening and morning. Security was provided on the graveyard shift by the Torrance Police Reserves under contract.

On September, 1958, the first annual Airport Day was held and met with favorable results in the community.

Airport operations for the year of 1959 were 150,000 with a peak day showing 1000, Egan said.

"When private airplane flyers can't land at Los Angeles, Long Beach, and other near-by airports, they discover that visibility generally is good at Torrance," he declared.

A total of 16 buildings were demolished in Torrance during the 1959, records of Torrance building department disclosed.

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