

City's New Zoning Ordinance Receives Final Public Hearing

(CONTINUED FROM PAGE 1)
sented Franklin Blvd. businesses in objecting to the designation of the Moss-Walnut section as limited industrial and asked that the area be classified for light industrial uses, conforming, he said, with the current use of properties located there.

Apartment
The lack of designated apartment areas on the west side of the city was criticized by Realtor Loyal Rugh. He commented that Eugene is "very short on rental units."

The parking question was raised by Councilman Calvin Crumbaker who suggested that further study be made of the plan suggested in the new zoning bill. Other councilmen noted that the present plan might result in a new business being forced to provide parking space for customers of its competitors.

Millrace Study
Before turning to the zoning bill, the council acted upon a suggestion from Dr. Milton V. Walker, president of the Millrace Improvement Assn., that an engineering study be taken to determine the cost of restoring the stream's flow.

Dr. Walker explained that his association is raising money to match the city funds authorized for the millrace project May 21 in the city election. The engineering study will, he said, give the association a fairly accurate indication of the total amount which it will need to present as its share of the restoration costs.

City Manager Deane Seeger was instructed to negotiate for the engineering work, but another proposition of the Millrace Assn. was turned down by the council.

Councilman Hawn told the assembly that the suggestion had been made to him that proceeds from the sale of power generating equipment on the millrace be added to the \$10,000 cash fund already marked by the council for the millrace plan.

The \$10,000 is to be used in addition to other funds raised by the association and matched by city according to the plan approved at the polls May 21.

Other Purpose
The council decided against using the sale proceeds as suggested after recalling that the city's purchase of the stream bed was conditioned upon the expectation of returning the proceeds to the city's general fund as an offset to the total cost.

In another council action Monday night F. W. Riddle was awarded a contract to construct a sanitary sewer on Mission Ave., from

23rd Ave. to Oak Grove Drive, on the basis of his low bid of \$2201.

Fire Truck
Two bids on the provision of a 100-foot serial ladder fire truck were referred to the council's public safety committee for study. Purchase of the truck will be made with proceeds of a special bond issue approved by the voters in the May election.

The public safety committee also will review proposed changes in the Eugene fire prevention code as recommended by the National Board of Fire Underwriters. A bill to adopt the changes was given its first reading, but final action will await the committee's report.

Jail Cells
Provision of an adequate city jail moved a step nearer actuality when the council gave the city manager instructions to seek an option on steel cells removed from the old Multnomah County jail and now being offered for sale.

Councilman P. J. Hanns reported that he had inspected the cells in Portland and found them in good condition. City Manager Deane Seeger added that he had been informed that they are similar to the cells in the new Multnomah jail and were discarded only because the county could not go without prisoner space while moving them from their original location into the new jail.

Airplanes, Too, Have Troubles

By RENE J. CAPRON
BALTIMORE — (AP) — Man's unceasing war on bugs has taken a new twist in the air age.

The concern of plane designers is hordes of winged insects who collide with flying aircraft and get themselves killed—messily.

The problem is: How to keep flies off airplane wings?

Silly, you think? Ask the man who'll build the high speed planes of future. They'll tell you the fly headache is severe.

The dead insects, glued all over the wings, spoil to an amazing extent the smoothness required for the low-drag wings of future airplanes.

Dr. Francis H. Clauser, head of the aeronautical engineering department of Johns Hopkins University, reports the problem has received serious study both here and in Europe. In fact, he added, bugs are among the factors that may eliminate the future of low-drag wings altogether.

The British even have tried wrapping part of a test plane's wings in paper which the pilot could rip off at 5000 feet altitude. Files, they found, don't venture that high. Paper and dead bugs then were blown away, leaving a perfectly smooth surface.

Present-day aviation isn't too much oothered by the bugs, although they do present a maintenance problem.

The flies-wings difficulty was illustrated, Dr. Clauser said, in recent British experiments with a king-cobra P-63 pursuit plane wing. The tests have been described by Dr. Sydney Goldstein of the University of Manchester.

The wings were smoothed and polished with great care. They were checked with a gadget that measures surface waviness within one-five thousandths of an inch. Then, with the smoothed wings, tests began on technical aspects of low-drag flying. That's where the flies came in.

The original report of the experiments, quoted by Dr. Goldstein in the recent Wright memorial lecture, put it this way: "The flies on hitting the surface disintegrate and are found in small parts stuck to the surface with a particularly potent glue."

As a result, the drag on the wing was increased from 50 to 100 per cent. This was so disturbing that for awhile the craft was flown before 9 a. m., while the flies presumably were asleep. But with the arrival of warmer weather the bugs got active earlier.

Then the "wing-envelope" was devised. The paper, attached to the wing by adhesive tape, was connected to the pilot's cockpit by a string. At 5000 feet altitude he zipped it off.

Nevertheless, designers are looking for a more practical solution, Dr. Goldstein said. And they are looking hard.

Air express shipments over domestic air line services in the first quarter of 1948 totaled \$77,858, compared to \$75,553 in the similar 1947 quarter, a gain of 11.6 per cent, Railway Express reports.

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