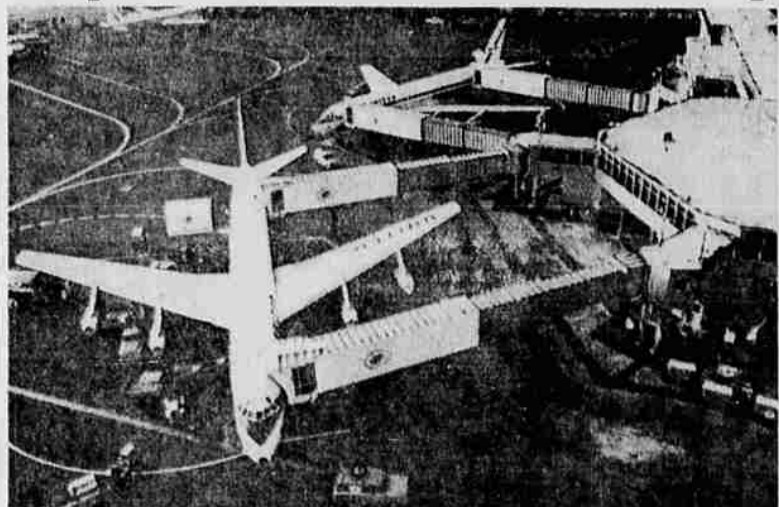


# San Francisco Suburb Up in Arms Over By-Product of Progress

By JOSEPH P. SARGIS  
United Press International  
SAN BRUNO, Calif. (UPI)—  
This pleasant San Francisco  
area suburb is up in arms  
about that annoying by-product  
of progress common to every  
community at the end of a ma-  
jor airport runway: noise.  
When jets zoom away from  
nearby San Francisco Interna-  
tional Airport the high-pitched  
whine of their powerful engines  
settles over the adjacent sub-  
urbs like a conversation-stifling  
blanket.  
A local group, the San Bruno  
Improvement Association, says  
residents are "tired of being ig-  
nored by those airport people"  
when they complain about the  
bothersome din.  
The association promises ac-  
tion—possibly a law suit  
against the City of San Fran-  
cisco, the airport and the air-  
lines which fly jets in and out  
of it.  
The county and aviation inter-  
ests counter that everything  
possible is being done to limit  
jet noise.  
The controversy developing

here is not dissimilar to one  
3,000 miles away, in the town of  
Hempstead, N.Y., a sprawling  
Long Island suburban area  
which lies in the glide path of  
New York International Airport  
(Idlewild). Hempstead town  
commissioners just enacted the  
nation's first ordinance limiting  
the level of jet noise within  
community borders. Nine air-  
lines have gone to court to  
block enforcement.  
"We are just plain tired of  
getting the runaround," com-  
plains Steve Pardini, a sales-  
man who heads the San Bruno  
Improvement Association's air-  
port committee.  
San Bruno, Millbrae and  
South San Francisco surround  
International Airport on a nar-  
row strip of land along San  
Francisco Bay, paralleling one  
of the airport's main take-off  
strips. Millbrae has had a law-  
suit pending for two years,  
charging the airport with "cre-  
ating an intolerable nuisance  
by the operation of jet planes."  
Citizens in all three commu-  
nities claim that the airport and  
airlines have been negligent in

holding down the noise by jet  
craft, but there have been no  
official city complaints.  
The airport, which formed a  
Sound Abatement Center three  
years ago to handle the prob-  
lem, says the San Bruno Im-  
provement Association's com-  
plaints "are not consistent with  
the facts." The San Francisco  
city attorney's office, which al-  
so is fighting the Millbrae suit,  
agrees with the Sound Abate-  
ment Center.  
Noise as Bad as Ever  
But Pardini and his group,  
most of whom live less than  
two miles from the end of Run-  
way 28, insist the noise is as  
bad as ever. They also have  
added a "fallout" charge to  
their noise complaint. They say  
that low-flying jets straining  
in take-off are spewing their area  
with black, sooty deposits, which  
through chemical analysis have  
been determined to come di-  
rectly from jet engines during  
take-off.  
Ted Huggins, the sound abate-  
ment center's director, doesn't  
dismiss any complaint lightly  
and has for more than a year  
now conducted an around-the-  
clock vigil on complaints. He  
admits that many callers—  
some phoning in the middle of  
the night—have legitimate  
complaints.  
The Sound Abatement Center  
(SAC), is made up of at least  
one representative from each of  
the 18 airlines using the airport,  
the Airline Pilots Association  
and the Air Transport Associa-  
tion. It also includes a repre-  
sentative from the San Fran-  
cisco Public Utilities Commission  
and the airport's general man-  
ager and maintains liaison with  
the Federal Aviation Agency.  
Believes Noise Lessened  
The SAC believes jet noise has  
lessened substantially in the  
past two or three years. A set  
of ground rules was initiated to  
alleviate the noise. They pro-  
vided for the lengthening of  
three runways, improved pilot  
technique, sound suppressors on  
jet engines, preferential runway  
usage, revised take-off climb-  
out procedures and quieter and  
faster jets.  
In addition, Huggins says,  
training flights at the airport  
have been discontinued and the  
run-up pad (an area where over-  
hauled engines are tested) has  
been relocated to the extreme  
end of the field as far away  
from the neighboring communi-  
ties as possible. Both of these  
operations were especially ir-  
ritating to residents of Millbrae  
and San Bruno.  
Argument Only Warm  
The argument is only getting  
warmer, however, and as long as  
even a couple jets a day take  
off over San Bruno-Millbrae-  
South San Francisco there will  
be complaints.  
Despite the complaints of the  
San Bruno group, San Francisco  
International Airport generally  
is regarded to have made the  
most progress of any large air-  
port in abating jet noises.  
Idlewild, O'Hare in Chicago,  
Los Angeles International, Seat-  
tle-Tacoma International, Heath-  
row in London, Orly in Paris  
and Tokyo International still re-  
main as the No. 1 noise spots,  
according to a recent survey.



SUIT MAY BE FILED—Battle lines are being drawn in San Bruno, Calif., for another attack against jet noise and fallout. The action may take the form of a lawsuit against the City of San Francisco, nearby International Airport (shown in this picture), and all the airlines that use the field. (UPI)

"Perhaps our situation in San Francisco isn't perfect," says Huggins, but we feel we have done all that is possible within the limits of safety to cut down on jet noise."  
The San Bruno Improvement Association says it isn't enough.

### Claim Holders To Contact BLM Office

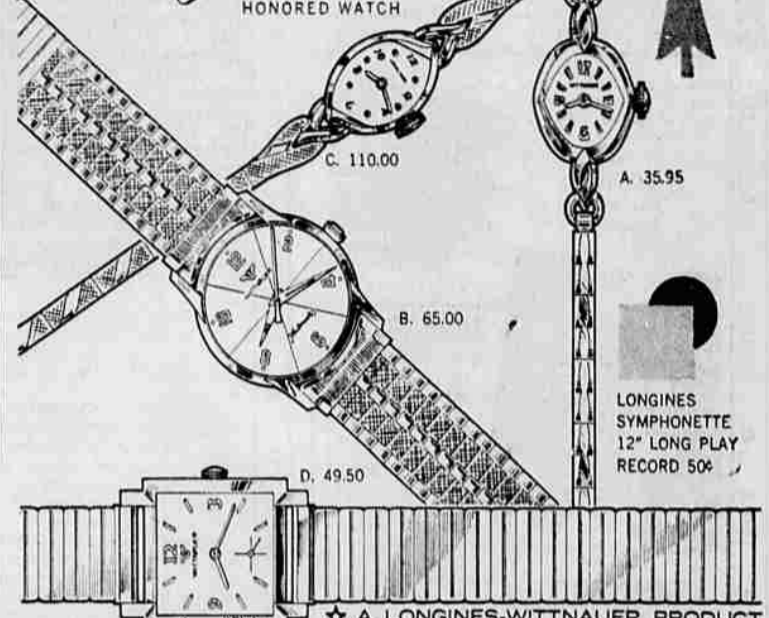
The Portland land office of the Bureau of Land Management is asking holders of mining claims located in nine townships in Jackson County to contact it concerning surface rights on their claims. All of the claims were filed prior to July 23, 1955.  
A law provides for multiple use management of the government of the surface resources of unpatented mining claims so long as it does not interfere with mining operations.  
The law automatically gives the government the right to manage or dispose of surface resources on unpatented mining claims located after 1955, but does not affect the rights of mining claimants to prospect and mine their claims. Verified statements should only be filed with the Portland office if the claims were located before 1955.  
The areas in the county involved are in the townships south of Jacksonville to the Yale Creek area; Sardine Creek to south of Forest Creek; south and west of Battle Mountain, the Applegate area south to Palmer Peak and the Big Butte area.  
Additional information may be obtained from the BLM office in Portland or Medford.

### The Collector's Corner

With a stamp collection, each day the mail man brings you a surprise. Today my cachet covers from Operation Deep Freeze arrived from the South Pole station and Byrd Station, Antarctica. I mailed these envelopes in August for these cachets. Also a nice cachet on a cover I had mailed for the launching of our latest Polaris submarine. A nice cachet from "The Third U. S. S. Biddle" in honor of 60 Years of Destroyers. The commanding officers of these different ships often autograph the envelopes beneath the cachet. This gives one a historical cover. One envelope has an interesting cachet from the Mexican gunboat Potosi when it visited Norfolk, Va., recently. Fay Emerson, postmaster at Idaho City, Idaho, has some very interesting cachets covers honoring Black Jack Barringer, pony express rider. Send her a self addressed stamped envelope and she will gladly send you a cover.  
I am surprised and happy concerning all the inquiries about collecting Christmas Seals. Nearly all stamp stores have the seals for sale. It is a big business and growing more so each year. A collection of Christmas Seals, no matter what country you collect, makes a beautiful and interesting hobby. They have a collector's value also. I am sorry to see the different seals for the year. This makes a person buy the entire sheet and keep it. These sheets are not costly at the time they are issued, but collectors in the future will find the price high.  
In 1959 Mexico issued Mexican Mother Goose seals, each one different in sheets of 50. Their seals cover two years, 1961-62 were birds, a beautiful sheet, and 1962-63 Mexican regional costumes. The year 1954 found us with two designs on our Christmas seals. To date we have had only two designs. This calls for a block of four, if not the entire sheet. Denmark has been having sheets of different designs for some time now. Many other countries are following this trend.  
There is no end to all the interesting material you can have concerning your seals. Medford has been active in combating the White Plague. This town was the first place west of the Mississippi river to build and operate the "pick-up-and-go" cottages for isolation of tubercular patients. In 1937 the medical training department of the Medford high school, with L. A. Mentzer, instructor, constructed these cottages, with an estimated cost of \$200 each. Your money from Christmas Seals helped do this.  
Austria has issued seven attractive stamps for the Winter Olympics. My pen-friend has placed all seven stamps on my First Day cover. It's as pretty as a picture.  
Dec. 10 gave us a United Nations 5c and 10c Human Rights stamp, the fifth and last commemoratives for 1963. Their first stamp for 1964 will be Jan. 13.  
We have had 22 stamps issued so far this year. The Sam Houston stamp, announced for Dec. 13, will not be issued until 1964.  
I am a charter member of The John F. Kennedy Philatelic Society, since 1960. I would be glad to hear from anyone interested in joining this Society. There are six post-offices in the U. S. with the name of Kennedy. We all know we will have a stamp in honor of President Kennedy. This has always been done following the death of a U. S. President. The papers have many articles about a stamp of little John showing his gallant salute. There is a postal ruling that no living person can be pictured on a stamp. Of course this might be changed in order to have this stamp. I would much

rather see President Kennedy pictured on a stamp.  
I have a cover with the correct stamp applied to each cover from Washington to Roosevelt. I think we should continue with this President issue of stamps. Any postoffice can furnish you with stamps that picture any past President, and they will not cost you one cent more today than the day they were issued. The picture of the President may change, but not the price. Other countries withdraw their stamps after a certain length of time. Our first stamp that pictured President Washington is very high priced, but we have his picture on the 5c stamp and the price is 5c.  
Collecting is a fine, interesting and fascinating hobby whether you collect seals, stamps or covers. Everyone is welcome at our club meetings the first Thursday each month at the Girls Community Club, 7:30 p.m.  
Mrs. W. H. Walwyn  
Southern Oregon  
Philatelic Society  
Medford, Ore.  
P. S.—I just received word that perhaps there will be a stamp issued Dec. 22, 1963, honoring President Kennedy. Cover collectors will have short notice, if this is true.

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