Los Angeles Technical Meeting
AUG. 29--SEPT. 1, 1944
Headquarters: Biltmore Hotel

The North American P-51 Mustang with new "teardrop" cockpit enclosure affording complete vision in all directions.

Due to serious travel congestion, the Office of Defense Transportation has requested the cancellation of conventions. However, as the program is predominantly devoted to electrical applications to military aircraft, the meeting is to be held as the Los Angeles Technical Meeting. Members who do not have a direct interest in the papers to be presented should give serious consideration to travel conditions and whether or not their attendance would really aid the war effort.
Tuesday, August 29

9:00 a.m.—Registration

10:15 a.m.—Opening of Meeting

J. M. GAYLORD, President
Address: Brigadier General Donald F. Stace, U.S.A.
Commanding General—Army Air Force, Material
Command—Western District
Address: C. A. Powel, President, AIEE
Report on District prizes

2:00 p.m.—Electric Motors for Aircraft

44-197. Requirements for Aircraft Electric Motors. E. R.
Sieffkin, Lockheed Aircraft Corp. 15 cents by mail.

44-210. Design Considerations of 400-Cycle Aircraft
15 cents by mail.

44-201. Functional Design of Aircraft Electrical Actuator
Equipment. C. E. Gagnier, North American Aviation, Inc. 15 cents by mail.

44-205. Problems in Applying Protectors to Electric Aircraft
Motors. L. W. Buell, Spencer Thermostat Co.
25 cents by mail.

44-191. Inherent-Overheating Protection of D.C. Aircraft
Motors. C. G. Veinott, Westinghouse Elec. & Mfg. Co. 20 cents by mail.

2:00 p.m.—Aircraft Radio

& Mfg. Co. 25 cents by mail.

Wednesday, August 30

9:30 a.m.—Protective Devices

44-214. Field Determination of Current Transformer Errors
by the Secondary-Voltage Method. E. C.
Goodale and J. L. Holbeck, Bonneville Power Adm.
15 cents by mail.

44-215. An Analysis to Determine the Optimum Bussing
Arrangements and Transmission Capabilities at Grand Coulee.
B. V. Hoard and G. W. Bills, Bonneville Power Adm. 20 cents by mail.

44-192. 236-Kv High-Speed Reclosing Oil Circuit Breaker.
A. C. Schwager, Pacific Electric Mfg. Corp.
15 cents by mail.

44-216. A New Distance-Type Relay with Adjustable
& Mfg. Co. 15 cents by mail.

9:30 a.m.—Aircraft—General

44-217. Brief Survey of Power-Supply Developments on
British Aircraft. P. W. Carter, British Air Commission. 15 cents by mail.

W. A. Petrasek, American Airlines, Inc.
20 cents by mail.

& Mfg. Co.; W. L. Berry, Hughes Aircraft Co.; T. B. Holli
day, U. S. Army Air Forces.
15 cents by mail.

†Wiring Systems—British
12:15 p.m. — Luncheon Meeting

2:00 p.m. — Aircraft Electricity


*CP. Problems Involved in Extending the Use of Electric Power in Aircraft. Mabel M. Rockwell, Lockheed Aircraft Corp.

2:00 p.m. — Aircraft Wiring


44-224. Requirements for Low-Tension Aircraft Cable. R. E. Hedges, Douglas Aircraft Co., Inc. 15 cents by mail.

2:00 p.m. — Aircraft Motor Applications

44-207. One Type of Rotary Magnetic Clutch and Its Associated Brake Used on Aircraft Electric Motors. Leo Andrews and Fred Shanely, Lear Avia, Inc. 15 cents by mail.


44-195. Electric Gun Turrets for Aircraft. J. D. Thompson, General Elec. Co. 15 cents by mail.

Lockheed C-69 “Constellation” now in production for the Army Air Forces. This is an all-range, high-performance transport, which broke all transcontinental records when flown from Burbank to Washington in 6 hours and 58 minutes at an average speed of 390 miles per hour.

ENGINEERING for Abstracts of Most Numbered Papers, August issue, April p.
Thursday, August 31

9:30 a.m. — Power Transmission and Distribution
44-185. The Influence of Mutual Coupling of Transmission
**ACO. Circuits on Ground-Current Distribution. M. J.
Lantz, Bonneville Power Adm. 15 cents by mail.
44-226. New 138-Kv Cable Lines in Los Angeles. C. G.
Mansfield, Bureau of Pr. and Lt., City of Los
Angeles. 30 cents by mail.

9:30 a.m. — Aircraft Electrical Design
44-229. Plastics in Aircraft Electricity. E. B. Cooper, E. L.
duPont deNemours and Co. 25 cents by mail.
25 cents by mail.

2:00 p.m. — Aircraft Brushwear
44-208. High-Altitude Brush Problem. D. Ramadanoff and
S. W. Glass, National Carbon Co., Inc.
20 cents by mail.
44-230. The Testing of Brushes for Life and Performance
under Various Altitude Conditions. C. J. Herman,
General Elec. Co. 20 cents by mail.

2:00 p.m. — Aircraft Lighting
Vitol, Civil Aeronautics Adm., Department of Com-
merce. 15 cents by mail.
† Ultraviolet Lighting—British
D. H. Tuck, Holophane Co. 25 cents by mail.

2:00 p.m. — Aircraft Power Systems
44-204. Basic Considerations in the Selection of Genera-
tors and Batteries for Aircraft. L. M. Cobb and
15 cents by mail.
44-199. Paralleling and Regulation of 24-28-Volt D-C Gener-
ators in Multiengine Aircraft. Arthur Siegal and
D. G. DeCourcey, Boeing Aircraft Co.
15 cents by mail.
Kenworth and E. V. Sunde, Littlefuse Inc.
25 cents by mail.

Friday, September 1

9:30 a.m. — Electronics
44-236. Vacuum-Tube R-F Generator Characteristics and
Application to Induction Heating Problems. T. P.
30 cents by mail.
*CP. Electronic Frequency Changers (Summary of
papers delivered at Summer Technical Meeting in
St. Louis, June 26-30, 1944). Presentation by
*CP. Electronic Voltage Regulators for High-Voltage Circuits.
W. H. Pickering, A. W. Schardt and S. C.
Snowden, Calif. Inst. of Tech.
*CP. Physical Aspects of Electroshock and Electrosus-
crosis. Dr. M. S. Plesset, Calif. Inst. of Tech.
*CP. Physiological Effect of Electric Shock. C. F.
Dalziel, Univ. of Calif.

9:30 a.m. — Industrial and Marine Applications
*CP. A Shipyard Public Address System. W. Ross Aiken,
The Permanente Metals Corp.
*CP. Electrical Propulsion of Ships. W. J. Prise, Moore
Drydock Co.
*CP. Arc-Furnace Regulators. R. A. Geiselman and J. E.
9:30 a.m.—High Voltages in Aircraft

44-203. A 120-Volt Direct-Current Aircraft Electrical System. L. M. Cobb, Glenn L. Martin Co. 25 cents by mail.


44-238. Higher-Voltage Direct-Current Aircraft Electric Systems. W. L. Berry and J. P. Dallas, Hughes Aircraft Co. 20 cents by mail.

† A-C Systems—British

2:00 p.m.—Aircraft Automatic Control and Instruments


44-239. Application of Electronics to Aircraft Flight Control. W. H. Gille and R. J. Kutzler, Minneapolis-Honeywell Regulator Co. 15 cents by mail.


2:00 p.m.—Aircraft Power Equipment

44-181. The Gyrosyn Compass. O. E. Esval, Sperry Gyroscope Co., Inc. 15 cents by mail.


44-112. Aircraft Storage Voltage Design. J. L. Rupp, National Battery Co. 15 cents by mail.

44-184. Carbon-Pile Voltage Regulators for Aircraft. W. G. Neild, Bendix Aviation Corp. 15 cents by mail.


2:00 p.m.—Special Aircraft Equipment

44-182. Solenoid-Operated Hydraulic Valves for Aircraft Applications. G. A. Goepfrich, Bendix Aviation Corp. 15 cents by mail.

44-242. Solenoid-Operated Control Valves. V. W. Eckel and O. H. Wisegarver, Adel Precision Products Corp. 15 cents by mail.


† Presentation and availability of these papers depends upon war conditions.

*CP: Conference presentation; no advance copies of papers available; not intended for publication in TRANSACTIONS.

**ACO: Advance copies only available; not intended for publication in TRANSACTIONS.
LOS ANGELES, CALIF., AUG. 29-SEPT. 1, 1944

Hotel Rates

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<th>Single</th>
<th>Double</th>
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Advance Registration

Please fill in and mail the Advance Registration Card promptly, if you will attend the meeting. This will permit the Registration Committee to have badges ready and prevent congestion at the registration desk. In accordance with regular practice a registration fee of $2 will be charged all nonmembers, excepting Enrolled Students, and the immediate families of members.

H. H. HENLINE, National Secretary.

Los Angeles Technical Meeting Committee

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P. L. Johnson.......... Assistant General Chairman
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P. L. Savage......... Inspection Trips
R. A. Hopkins......... Educational

Hotel Reservations

The Biltmore Hotel has been selected as Headquarters. Additional accommodations have been obtained at the Savoy, San Carlos, and Clark hotels all within two blocks radius.

All reservations must be made through the Hotels Committee by means of the enclosed card. Because of the great demand for hotel facilities reservations made by the Committee will expire August 15th.

Biltmore Hotel—no single rooms available, members should include name of person desired to share room when making reservations. Clark Hotel—no single reservations. All rooms to be vacated prior to noon Sept. 2nd.

Return transportation should be arranged in advance.

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