



AIRPORT MANAGER . . . Ed Dietrich is the manager of the Torrance Municipal Airport which houses a huge fleet of privately owned planes. The airport served as a war-time base for P-38s. It is rapidly becoming a center for air freight activity and is the scene of a rapid expansion of industrial plants.

Airport Fast Becoming Transportation Center

The Torrance Municipal Airport is fast achieving the rank of industrial and transportation center for the entire bay area.

With the addition each year of new airport facilities and an increase in the number of manufacturing firms leasing ground for plant operations, the city-owned airport is taking on new importance. There are almost 200 privately-owned light planes based at the airport. In addition, a steady stream of air freight enters and leaves the facility daily.

Flying School
Right now, the airport is the home of several flying schools, charter services, and is the base of operations for a huge fleet of privately owned business planes which are used to fly executives throughout the area in the course of their business.

Operator of the airport is Rotarian Ed Dietrich Jr., president and general manager of Collins and Dietrich, Inc. He is assisted in managing the booming airport by Robert W. Tod.

The airport, built in 1941 and 1942 by the government as a P-38 base, has a 5000-foot runway capable of handling B-29s or jets. During the war it was used as a jumping off spot for aircraft headed overseas.

City Takes Over
Following World War II, the War Assets Administration turned the field over to the City of Torrance with the understanding that it would be used only for that purpose. A recapture clause in the agreement which says that the government can take the field back if the city doesn't live up to the deal assures its use as an airport.

The field now has the huge nose hangar left over from the war years, 15 individual hangars, and seven large hangars. Dietrich has built two large hangars on the field and is planning to continue his program of building one hangar each year. Five additional hangars are now in the planning stage or under construction.

Several potential leases are under consideration, and expansion of the facilities at the airport are going on all the time, Dietrich says.

Firms Help Eliminate Smog Here

Two Torrance industries are taking special pains to eliminate smog, according to Smith Griswold, air pollution control officer.

Griswold pointed out that General Petroleum corporation is one of six firms piping its potential smog through a six-mile underground pipe system to the Hancock Chemical company, near Wilmington.

The Stauffer Chemical company operates its own "scavenger" smog disposal plant. It receives hydrogen sulfide gas by pipeline from other refineries and converts it into pure sulphur or sulphuric acid for commercial use.

These "scavenger" operations are removing an estimated 418 tons of potential smog from the air every day, Griswold said.

RECREATION BUDGET TOPS \$100,000

For the first time in the history of the Recreation Department in the City of Torrance, the recreation budget exceeds \$100,000. \$103,577 has been allocated to the Recreation Department by the City Council to carry on a program at six City parks, the adult center, swimming pool, municipal auditorium, and fifteen school playgrounds.

The amount allocated for the fiscal year of 1955-56 represents an increase of \$41,406 from the 1954-55 allocation of \$62,171.

EXHIBIT . . . A drilling rig of this type will be a featured exhibit at the General Motors Powerama, to be held August 31 to September 25 inclusive along Lake Shore Drive in Chicago. Made by The National Supply Company, for 10,000 to 16,000-foot drilling, it has a diesel-electric power plant built by the Electro-Motive Division of General Motors. The rig shown has been in use by the Offshore Company, at Houma, La., since April. Its twin at the Powerama will have a carnival-like setting, including an observation platform, from which visitors can get a close-up of drilling operations. A National Supply rig for 2,000 to 4,000-foot drilling, with engines by the Detroit Diesel Division of General Motors, will also be exhibited.



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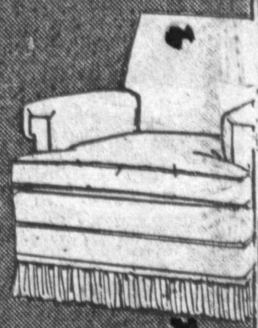
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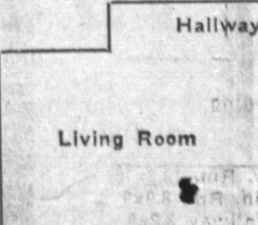
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