

November 3, 1949.

Dr. Robert Kehoe,  
Nettering Laboratory,  
7den and Bethesda Avenues,  
Cincinnati, Ohio.

Dear Bob:

Listed below are the results of my lead in air analysis of Constellation Airship 112, Eastern Airlines. Wing tanks 1, 2, and 3 were opened on Oct. 31st, 1949, between the hours of 10:31 a. m. and 11 a. m. These three tanks were open 8 hours previous to the check with a blower being used during that 8 hour period. On Tank No. 1 I found only one mg. of lead. On Tank No. 2, 2 mgs. of lead. On Tank No. 3, I found 3 mgs. of lead. On this particular tank I had to operate the lead analyzer in a rather awkward position so I had the Eastern Airline Safety Engineer give me the readings on the counter, and we had a misreading of 46 extra turns, and yet only found 3 mgs. of lead. It would indicate that none of these 3 tanks had more than 2 mgs. of lead. The blower was on at all times while taking these readings with a 12 ft. hose, which was placed in a most inaccessible part of the tanks.

On Tank No. 4 the gasoline had been completely removed, but the tank was not open until late Wednesday afternoon, November 2nd. With the blower not operating, I was only able to find 6 mgs. of lead in this particular tank. All of this would seem to indicate that with proper air movement in these tanks that there is no hazard from lead in the air. The odor in these tanks is extremely bad, but is not a gasoline odor, and must come from the plastic sealer that they use. You may wish to have some of this sealer, and if so I would suggest that you write to Eastern Airlines at Miami direct and they will, no doubt, send it to you.

Dr. Kitzmiller has no doubt informed you of the excellent cooperation that we receive from Eastern Airlines. If there is any further information that you desire, please do not hesitate to call upon me.

Yours truly,

  
R. L. Jordan

C. c. to L. W. Shank

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