

IN POLLUTION STUDY

Autos, D-M Jets Called Major Causes Of Smog

Automobiles and Davis-Monthan jets are major contributors to whatever smog there is in Tucson, the Chamber of Commerce's new Keep Our Atmosphere Clean Committee was told at its first meeting yesterday.

Dr. Roger Wortman, research associate at the University of Arizona, and Dr. Quentin Mees, professor of civil engineering, said combustion of any kind contributes to the problem but automobiles are one of the worst offenders.

Wortman and Mees have just completed an 80-page preliminary report, "Air Pollution and Surveillance Study of Tucson." The City of Tucson financed the survey and has appropriated funds for 10 more months of study.

In the only formal action of the day, the committee unanimously passed a resolution expressing approval of the city's backing of the Wortman-Mees study.

A subcommittee was appointed to prepare a series of possible goals for the KOAC committee, headed by Ralph Patey.

Dr. James E. McDonald, senior physicist at the University of Arizona, said he had been studying the smog situation and laid most of the blame on D-M jets. Burning of rubber at the base also is a factor, McDonald said.

"A B47 using a water injector releases huge quantities of black smoke which rises slowly in our inversion layer, drifts over to the northwest end of Tucson and just



RALPH PATEY

lies there from 500 to 800 feet off the ground," McDonald said.

He pointed out that almost every day rubber products are burned at the base, causing great masses of smoke which cut visibility to about seven miles in the early morning hours.

Smelter smoke from Ajo, San Manuel, Douglas or Hayden does not appear to be too great a factor, McDonald said.

Wortman emphasized that no definite trend in Tucson's smog situation possibly could be established until three or four years of air samplings have been taken, analyzed and studied.