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Howard. It is submitted that the conclusions reached in this analysis are unsubstantiated because of the numerous critical assumptions which were made during the analysis.

Page 1 of the Vlissides report lists the assumptions which, as Vlissides states, "have been made regarding the major characteristics of the structural system". The list continues through Page 2 of the report. Critical parameters such as the section panel height, the diameter of the guy cables, the diameter of essential tower members were simply assumed and input to a computer model.

Twenty-three transmission line types were assumed and, in addition, the transmission lines were assumed to traverse the tower over the entire distance to each antenna. Vlissides attests on Page 4 of the report, that "the type and size of the transmission lines were taken from a sketch of the tower prepared by Gerhold, Cross & Etzel, Professional Land Surveyors, dated 1/20/92." A copy of the Land Surveyor's 1/20/92 report was included in the Vlissides report, however, no information concerning the transmission lines (either type or length) is included in the land surveyor's report.

Vlissides incorrectly assumes that the proposed Channel 2 antenna will require two 3-1/8 inch rigid transmission lines along the entire length of the support structure to the top mounted antenna, when in fact only one 3-1/8 inch rigid line is planned. Transmission line description for the various Land Mobile transmission systems currently mounted on the tower is inaccurate, and the windload analysis fails to reflect the fact that lines are

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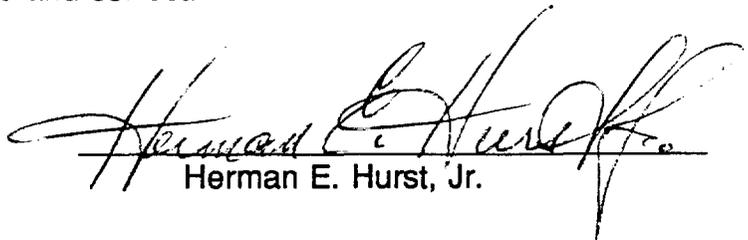
bundled into a single cylindrical vertical run up the tower. These erroneous assumptions increase the loading on the subject tower and contribute to Vlissides' findings.

Vlissides further cautions on Page 6, Item 3, of its report that the Report's "Findings are based on the assumed tower geometry, member sizes and properties, guy cable sizes, and antenna and transmission loading."

Upon grant of a Construction Permit of the Four Jacks application, the tower owner, Cunningham Communications, Inc. will make any changes necessary to safely accommodate the addition of the Channel 2 transmitting antenna. The necessary local permits, if any, will be obtained before actual modification of the structure is undertaken. Scripps Howard's claims concerning site suitability are totally without merit.

This statement and associated exhibits were prepared by me or under my direct supervision and are believed to be true and correct.

DATED: February 12, 1992

  
Herman E. Hurst, Jr.

April 2, 1968

DCA-520

AERONAUTICAL STUDY NO. DCA-OE-68-19

DETERMINATION OF NO HAZARD TO AIR NAVIGATION

The Federal Aviation Administration has circularized the following described construction proposal and has conducted an aeronautical study to determine its effect upon the safe and efficient utilization of navigable airspace.

PROponent:	Commercial Radio Institute, Inc.	STRUCTURE	<u>Antenna Tower</u>
LOCATION :	Catonsville, Md.	HEIGHT ABOVE GROUND	<u>709 Ft.</u>
Latitude :	39°17'13" North	ABOVE MSL	<u>1249 Ft.</u>
Longitude:	76°45'16" West		

A Determination of No Hazard was issued for a 1200 ft. AMSL tower at this site (Case No. DCA-OE-66-100). This proposal is to increase that height by 49 feet. The structure would exceed obstruction standards in Part 77, Federal Aviation Regulations, Section 77.23(a)(1) in that the structure would be more than 500 feet above ground and Section 77.23(a)(5) in that the structure would be less than 1451 ft. below the minimum enroute altitude of Federal Airway V268.

Two objections were received in response to the circularization. These were based primarily on the conclusion that the structure would affect the utilization of the proposed Instrument Landing System (ILS) which will serve Runway 15 at Friendship International Airport and that the structure would tend to restrict the use of airspace in the vicinity of the airport.

The aeronautical study showed that the tower would have no adverse effect on aircraft which may use the proposed ILS at Friendship Airport. The tower would be located 7.1 miles northwest of the lift-off end of Runway 33 and within the city limits of Catonsville. The tower would not affect the landing minimums of the proposed ILS instrument approach procedure, would not affect the minimum enroute altitude of Federal Airway V268 nor would it exceed obstruction standards in Part 77 as applied to any airport.

Based on the aeronautical study, it is the finding of the agency that the tower would have no substantial adverse effect on aeronautical operations, procedures or minimum flight altitudes.

Therefore, pursuant to the authority delegated to me, it is found that the structure would have no substantial adverse effect upon the safe and efficient utilization of navigable airspace and it is hereby determined that the structure would not be a hazard to air navigation provided the structure is obstruction marked and lighted in accordance with FAA standards.

This determination is subject to review by the Administrator if a petition is filed on or before May 1, 1968. If no petition is filed, the determination becomes final on May 11, 1968. If a petition is filed, further notice will be given and the determination will not become final pending disposition of the petition.

Petitions for discretionary review must be filed in triplicate with the Chief, Obstruction Evaluation Branch, Federal Aviation Administration, Washington, D. C. 20553, within 30 days after the date of issuance and must contain a full statement of the basis upon which it is made.

This determination expires on November 11, 1968, unless application is made to the FCC for a construction permit before that date, or the determination is otherwise extended, revised, or terminated. If application is made to the FCC within the six month time period, the determination expires on the date prescribed in the FCC construction permit for completion of construction or on the date the FCC denies the application.

Notice to this office is required at least 48 hours before the start of construction and again within five days after construction reaches its greatest height.

Original signed by

L. I. Pearce  
Chief, Air Traffic Branch

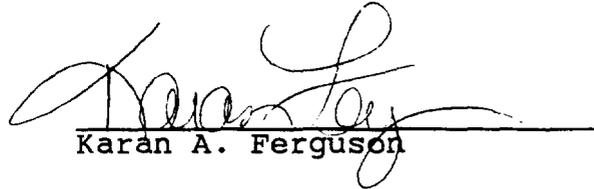
Issued on April 2, 1968

Z-EA-DCA-300

CERTIFICATE OF SERVICE

I, Karan Ferguson, hereby certify that I have this 12th day of February, 1992, mailed by first class United States Mail, postage prepaid, copies of the foregoing "OPPOSITION TO PETITION TO DENY APPLICATION" to the following:

Donald P. Zeifang, Esq.  
Baker & Hostetler  
1050 Connecticut Avenue, N.W.  
Washington, D.C. 20036

  
Karan A. Ferguson