Series of ITT Glide Path developments resulting in selection by the Signal Corps Director, R&D.

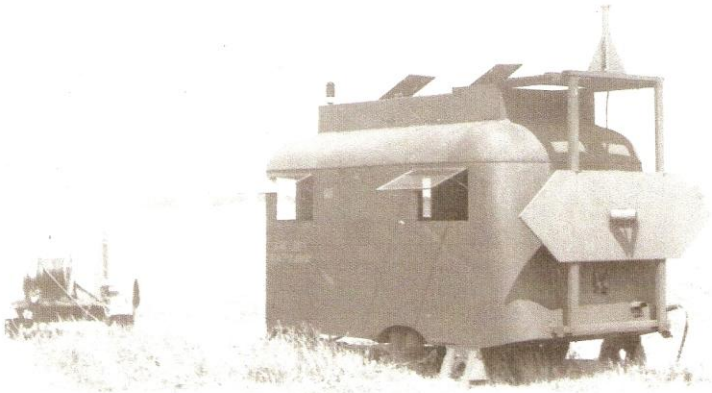


FIG 1

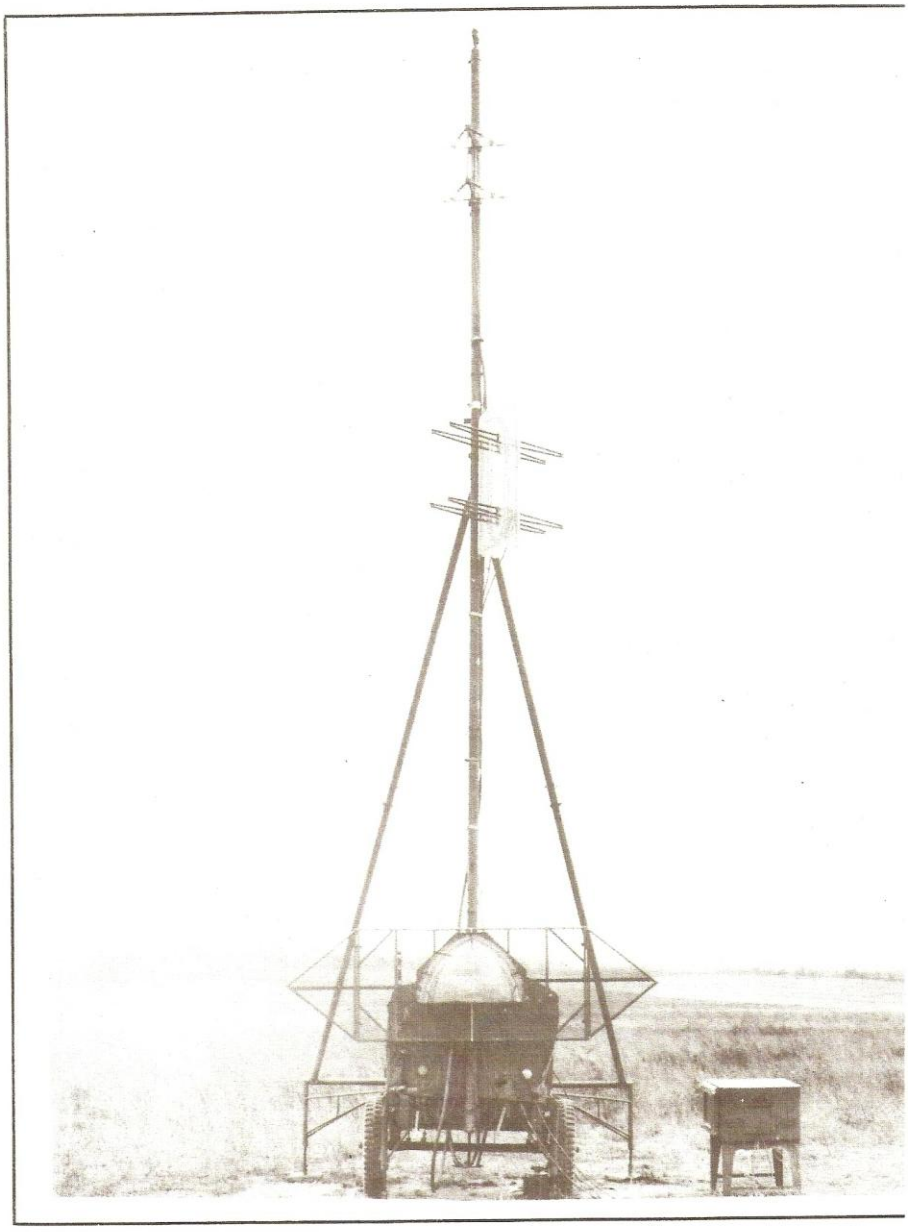
View of Equipment in Operating Position (Truck)

FIG 2.

RADIO SET AN/CRN-2

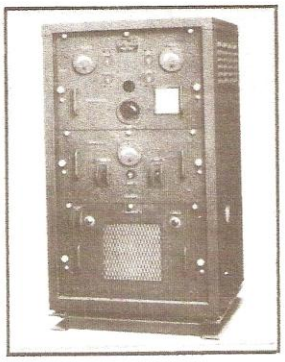
GLIDE PATH

FIG 3

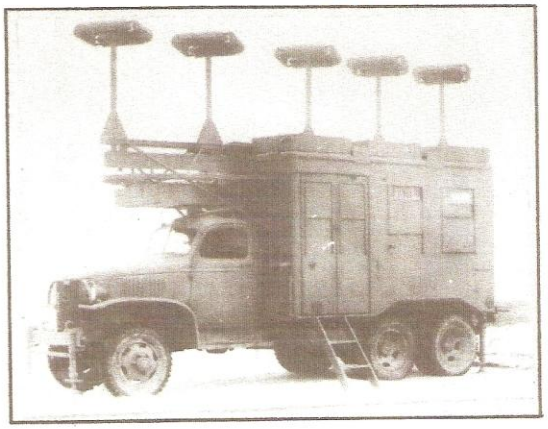


GLIDE PATH SOFTENING UNIT WITH RADIO SET AN/CRN-2

Fig 4

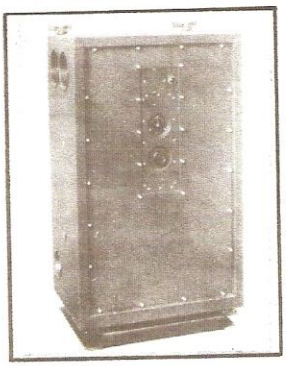


TRANSMITTER



RADIO SET AN/MPN-1

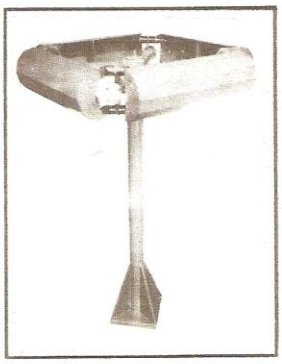
LOCALIZER



MODULATOR

RADIO SET AN/MRN-1

LOCALIZER



ANTENNA

FREQUENCY RANGE:

108.3 Mc., 108.7 Mc., 109.1 Mc., 109.5 Mc., 109.9 Mc., and 110.3 Mc.

APPLICATION:

Produces vertical plane for lateral guidance of aircraft making an instrument landing.

TYPE OF SIGNALS:

Overlapping patterns containing distinctive amplitude modulations.

FIGS

COPY

CONFIDENTIAL

WAR DEPARTMENT
OFFICE OF THE CHIEF SIGNAL OFFICER
WASHINGTON, DC

SPSAR 413.44
(inst. land)

SPSAR-2
December 12, 1942

Federal Telephone and Radio Corporation
67 Broad Street
New York, New York,

Gentlemen:

The Chief Signal Officer directs me to inform you that at the conference at Pittsburgh Municipal Airport, Pittsburgh, Pennsylvania on November 25th, 1942, the decision was reached to select the 330 megacycle glide path as the one to become part of the Army Instrument Landing System SCS-51.

Your efforts are appreciated in the time, energy, and cooperation shown by both laboratory and field employees at your organization in working with Signal Corps personnel in this development project.

Very truly yours,

(signed) Tom C. Rives
Colonel, Signal Corps
Director, Research & Dev.Di

Copies made in R2 for: Messrs, Adams
Watts
Himmel
Fuchs
Charchian

FIG 6