

30 Years of Easy Dual Check Valve Protection

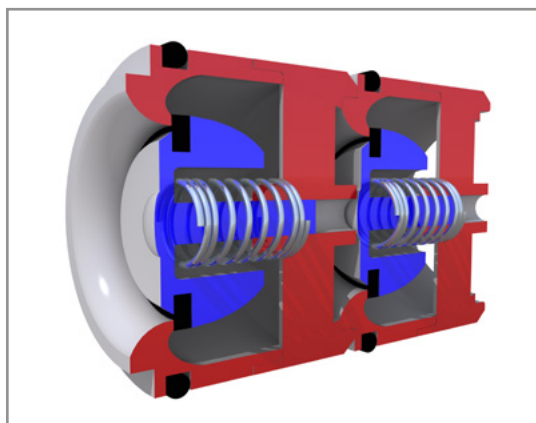
In 1989, thirty years ago this year, Ford introduced cartridge dual check valves with in-line accessibility. These valves allow water utilities to easily access the valve's internal components without the need for special "stretch" setters since complete removal of the valve is not required for inspection and maintenance. Regular inspection of check valve internal components is important for successful backflow prevention.



Style HHCH

Ford offers two styles of in-line accessible cartridge dual check valves, angle and straight. The Ford® Cartridge Dual Check Valve (Style HHCH) and Angle Cartridge Dual Check Valve (Style HHCA) allow in-line access to the internal components of the check valve. A removable O-ring sealed cap at the top of the valve allows access to the dual check components for maintenance, inspection or replacement. Ford Meter Box cartridge dual check valves meet or exceed all requirements of ASSE Standard 1024.

The HHCA design is a perfect option for copper setters, yoke settings, pitsetters, and yokeboxes, allowing easy access to the check valve. The HHCH style is also available if a straight configuration is required in meter settings with little vertical space.



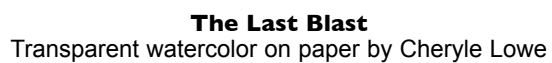
The image at left shows a cutaway view of the internal components of the cartridges in Ford Cartridge Dual Check Valves.



Style HHCA

Available to fit 5/8", 5/8"x3/4", 3/4", or 1" meters, Ford's cartridge dual check valves are the water utility's best choice for convenient dual check protection. The valves are available with many service line connection options to meet your needs. For more information, contact your Ford Meter Box representative or visit us online at www.fordmeterbox.com.





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Early Airmail Service Brought Feats of Derring-do

The first pilots to carry airmail for the United States Post Office filled their lives with feats of derring-do. They were among the pioneers of aviation, and they covered their designated routes day or night in all sorts of weather only a scant dozen years or so after the Wright brothers flew for the first time at Kitty Hawk.

Many of these pilots came from the ranks of the early barnstormers. They flew in open cockpits and without navigational devices other than perhaps a compass. They followed railroad tracks, early highways and, later, beacons on the ground to find their destinations. They made emergency landings in cow pastures, dropped flares so they could see to land at night and acted as their own mechanics.

With a certain dark humor, some pilots referred to their group as a “suicide club.” An early training guidebook advised airmail pilots to “never forget that the engine of your plane may stop [in flight], and at all times keep this in mind. Indeed, out of an initial group of some 200 mail service pilots, 34 died in crashes in the first nine years of operation.

Air mail service in America had a fragmented beginning. There were unofficial efforts to carry the mail by air, and there were experimental flights conducted by the Post Office. One such effort came on August 17, 1869, when John Wise, a balloonist, set out to deliver mail from Lafayette, Indiana, to New York City.

The event was well publicized, and excursion trains brought crowds to Lafayette. Great cheers rose when Wise’s balloon lifted from the town square. But the weather soon turned against him, and Wise put his balloon on the ground only 35 miles from his starting point. The mail went the rest of the way by train.

After the Wright brothers made their first flight in 1903, there were dozens of experimental efforts to transport mail by air. These often were at fairs and early air shows because the government wanted to highlight the flights. Eventually, the Army Signal Corps showed interest and assigned planes and pilots to the Post Office, which began scheduled airmail service between New York and Washington,

DC on May 15, 1918. The Post Office set initial airmail rates at 24 cents an ounce, but soon lowered air postage to six cents per ounce when the public balked at paying the higher price.

The Post Office soon dropped its fleet of airplanes in favor of contracting with private aviation companies. Robertson Aircraft Corporation won an early contract and hired a young Charles Lindbergh as its chief pilot a year or so before he made his famous solo flight across the Atlantic.



Twice within six months of flying the mail for Robertson, America’s future hero bailed out of his plane when he was unable to land because of fog. Each time his plane ran out of fuel, and he had to use his parachute. And each time Lindbergh escaped being hurt.

The early airmail service met with success even though air postage was more expensive. The Post Office rapidly expanded airmail, eventually contracting with the nation’s emerging airlines, which were soon carrying letters to every major city in the country.

Airmail as a separate class of domestic service ended in May 1977 when the Post Office announced that a regular first-class postage stamp would provide air transportation to any destination having commercial air service. Today, on average, 7.8 million pounds of mail is transported by air each day.

by Pete Jones

Photo courtesy of Library of Congress, control number 2014706990

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