

Experts Probe Plane Crash; Lightning Strike Held Possible

ELKTON, Md. (UPI) — Investigators turned today from the "what happened" to the "how did it happen" phase of Sunday night's crash of a Pan American World Airways Boeing 707.

Twelve teams of experts sifted through the twisted residue of tragedy, identified various parts, photographed the wreckage, and interviewed eyewitnesses, delved into the background of both crew and passengers, checked the maintenance history of the plane involved and the complete story of its last flight.

Number 214 from San Juan, P.R., to Philadelphia via Baltimore.

The unhappiest part of their job was done—removing what was left of 81 bodies to a makeshift morgue in the Elkton armory.

What lay ahead was weeks and possibly months of probing for the reason why. The basic clues on hand included:

- Numerous eyewitness accounts insisting that lightning hit the giant jet when it was in a holding pattern over New Castle, Del., at 5,000 feet, followed by one or possibly two explosions.
- Turbulence, reported to be severe by other airline pilots flying in the area at the time of the crash.
- The tape-recorded, dramatically calm last message from the Pan American pilot who told the Philadelphia approach control center: "Clipper 214... down we go... Clipper 214 going down in flames."
- The plane's flight recorder, found badly dented, but which may reveal data as to the jet's final moments, the stresses it encountered and its death-throes maneuvers.

Traditionally tight-lipped Civil Aeronautics Board (CAB) investigators offered no speculation and no theories. They were too busy getting at the facts to indulge in guessing games, but all concerned with the investigation privately remained skeptical about the lightning theory—mainly because never in the history of modern aviation has a lightning bolt destroyed an airliner. A static discharge explosion was another possibility but one considered unlikely. Sabotage was not ruled out, although one top CAB official

said there was no indication as yet that a bomb may have blown up the giant \$7 million jet.

Turbulence was a prime suspect, although the 707 and other jets like the DC8 and 880-990 series are the most powerfully built transports ever designed. The concern in this area centered around the known tendency of swept-back airliners to stall when they encounter control difficulties in extreme turbulence.

Land Owners May Feel Pinch Of State Austerity Program

Editors Note: Property taxpayers next year will receive a brutal reminder of the state's austerity program, for about 25 per cent of the cutbacks were in the form of state aid to local school districts. First of five.

By ZAN STARK
United Press International

SALEM (UPI) — Taxpayer enthusiasm for the economy program demanded by the Oct. 15 tax referendum may disappear next fall when local property tax bills are issued.

Of the \$46.3 million cutback, \$12 million came from the 1964-65 basic school distribution.

Finance and administration analysts anticipate about a \$1.2 million carryover from the fund this year—which means the net reduction in state aid to local schools will total \$10.8 million.

Eugene's \$555,790 loss translates to a \$5.25 per \$1,000 hike in local taxes. Medford's \$289,747 to \$5.06, Roseburg's \$195,802 to \$5.59, Coos Bay's \$204,751 to \$5.68, Bend's \$122,270 to \$5.23. The Dalles' \$95,724 to \$5.85.

tricts operate, thus reducing local property taxes.

The Oct. 15 vote resulted in budget cuts, but did not reduce the number of children in the schools.

As a result, part of the cost of operating local schools has been shifted back to the local districts. It will be up to local school boards to decide if they want to — or can — trim their operations. If they cannot, the cuts ordered at the state level will have to be made up locally.

Many lawmakers were aware of this when they approved the cuts in basic. They felt in view of the Oct. 15 referendum that local school district voters should make the decision.

Because a portion of the basic school fund is designed to provide extra money for poor school districts, they will be hardest hit by the cutbacks.

The idea behind the basic school support fund is to use income taxes collected by the state to help local school dis-

tricts operate, thus reducing local property taxes.

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The implications of this shift are difficult to forecast.

The increased tax bills will be mailed out in most counties just a few days before next November's elections. All 60 House seats, and half the 30 state senate seats will be determined at that election.

The impact of increased local tax bills could affect the outcome of the elections.

(Wednesday: The schools that won't be built.)

Salvation Army Plans Yule Cheer

Basket applications will be taken this week from 9 a.m. until 3 p.m. daily at the Salvation Army, it was announced today by Capt. Lester Craddock, Roseburg corps officer.

As the Salvation Army has been bringing Christmas cheer to the needy for the past 42 years in Roseburg, Capt. Craddock said all efforts will be made so that not one child will go without and that there will be food on the table for the Christmas dinner and immediate days following.

Those knowing of needy families are asked to bring names to the Salvation Army office, with correct addresses, names of children, ages and other pertinent information. Capt. Craddock said that much time is lost in trying to obtain sufficient information from some of the anonymous letters received. Therefore, he would like the name of the person making the referral. This is confidential information and the source of the name will not be revealed to the recipient, he pointed out.

From past experiences, Capt. Craddock stated those who are in dire need almost always feel that their need is not as great as that of others, and therefore will not ask. These are the people whose names are needed, he said.

The Salvation Army is working with the Community Christmas committee to see that no one is overlooked, and this year, a complete master file is being kept so that no agency will overlap. However, the Army will prepare and distribute its own baskets and toys.

Capt. Craddock stated that his organization is in need of toys, gifts, produce and food. Donations may be brought to 501

Many districts will be much harder hit.

Ice-Breaker Speech Tops At Toastmasters

An ice-breaker talk by Walt Furen on the topic of "Wyoming, Utah, Oklahoma and Oregon" was rated best speech of the evening at last week's meeting of the Roseburg Toastmasters Club 604.

The judging group decided Carson Healy made the best presentation during the table topics discussion. Topic was "What Christmas Do You Remember?"

Speakers in addition to Furen were Robert Harvey on the topic "This Is How It is Done" and Lyle Mortenson on the topic "Education Needs A Sacred Cow." The club met in the Umpqua Hotel.

NE Winchester St. Pickups can be arranged by calling 673-5391.



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STOCK CAR RACING: 2-to-1 margin for Ford Ford is king of NASCAR competition and Ford Motor Company has the NASCAR Achievement Award to prove it. In the '63 season, special Ford entries won every single race of 500 miles or longer, scored nearly twice as many points as any other make. 500-mile races are the ultimate test of inherent durability and dependability. In two other major stock car racing associations (IMCA and MARC), Ford drivers have wrapped up the 1963 championships.	SPORTS CAR ROAD RACING: Ford V-8 power is the new king Here the Cobra with its special Fairlane engine emerged as the overwhelming leader in one short year. Cobra won the coveted Manufacturer's Trophy in SCCA Class A Production competition by a wide margin on other cars—U.S. or foreign—were even in sight. And in the two major tests this fall, the Laguna Seca and Riverside races, the new King Cobras dusted off the top "unlimited" cars from all over the world.	RALLY COMPETITION: Manufacturer's Championship Products of Ford Motor Company and its world-wide affiliates won the 1963 Manufacturer's World Rally Championship. Ford's rally year began when two specially equipped Falcon V-8's starting the automotive world in the brutal 2500-mile Monte Carlo Rallye. Other special Falcon V-8's triumphed in Holland's famed Tulip Rally, and ran away with the Manufacturer's Team Prize in the 4000-mile Trans-Canada Rally.	INDIANAPOLIS: Ford ends an era Advanced Ford engineering smashed precedent in the classic Indianapolis "500." The first time out, a light alloy version of the Fairlane V-8 design in a Lotus chassis finished second. And the next time, in the Milwaukee "200" it ended the reign of the traditional "Indy" racing car by leading every foot of the way from start to finish.	PERFORMANCE & ECONOMY: New laurels for Ford The Mobil Economy Run underscored Falcon's year-long reputation for thrift—a Falcon scored first in Class B (medium-engined compacts). And the Pure Oil Performance Trials brought laurels to the big Fords, which walked off with overall wins in Classes I and II for total performance (economy, acceleration and braking).
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