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Speed law draws evaluation

Any Oregonian making the highway pilgrimage to the California southlands will agree — people drive fast down there. The state border intersecting Interstate 5 seems to divide not only territory, but also driver observation of the 55 m.p.h. speed limit.

If Oregonians are indeed observing the speed limit, what effect has there been? The new limit has been credited with reducing highway deaths and with saving scarce gasoline, but Oregon state agencies are uncertain of the extent of improvements.

Traffic deaths on Oregon highways have dropped from a 1972

high of 737 to a 1975 total of 571, according to State Police Lieutenant Marvin Acheson. Enforcement of the 55 m.p.h. limit is an important factor in the decrease, but it is not the only one, he says.

Another important reason is the greatly increased enforcement of drunk-driving laws, Marvin explains. Last year alcohol-related citations were up 38 per cent over 1974. Speed law enforcement is also up 33 per cent.

Other factors in the death decline are improved highway design, increased federal funding and the introduction of moving radar, Marvin says.

State agencies spill out yards of statistics and figures on gas consumption and road use, but none can make a clear-cut statement on the precise effects of the 55 m.p.h. limit. A few bits of pertinent data do stand out, though.

Gas consumption in Oregon has increased yearly except during 1974 and the height of the gas shortage. Since 1972, however, the rate of increase in both areas has been noticeably slower. While Oregonians used about 1.2 billion gallons of gas in 1975, the consumption level is only slightly higher than that of 1972.

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He's 'wright' on the tail of Orville and Wilbur

NORTH KINGSTOWN, R.I. (AP) — The propellor turned, but slowly. You could see each revolution.

And the plane went down the runway, also slowly. A man could run alongside.

Joseph Zinno pedaled frantically, trying to get his muscle-powered airplane off the ground. Four times he tried. Four times he failed.

But, undaunted, he says he will be back — as soon as he can tinker a bit and maybe get a push.

It was a scene out of another day, on another beach, when two brothers named Wright, then in their 30s, made their dreams fly in another airplane in Kitty Hawk, N.C.

Thursday it was Zinno, 52, of North Providence, R.I., struggling slowly down a cracked asphalt runway on a former naval air base beside Narragansett Bay.

Zinno wants to go the Wrights one better by flying an airplane with only a man's power — no engine. Several Europeans have done it, but so far no American.

Zinno tried once at 6 a.m., a second time soon after. A third try just after 8 ended halfway down the runway. A fourth try took him 50 yards farther. Each time he stayed earthbound on the asphalt.

Zinno gave up for the day and said he would return his lightweight plane, made from balsa wood and aluminum, to a hangar at the former Quonset Point Naval Air Station and make some minor adjustments. But he will try again another day.

Sophomores,

Last summer I attended a six-week training program in Military Science at Fort Knox, Kentucky. While there I received a two-year Army ROTC scholarship which pays my full tuition, all books and fees and gives me \$100 each academic month of the year.

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