



Probs Wreckage for Dead—Firemen and rescue workers use hack saws to cut away the debris as they probe the ruins of Swift & Company's main office building at Sioux City, Ia., seeking additional victims of an explosion which rocked the plant. At least 16 persons were known dead and scores of others were injured. (AP Wirephoto)

Naval Air Facility Shows 3-Months Flight Record

Volunteers of the Naval Air Reserve have had planes at Salem's Naval Air Facility in the air 339.1 hours in the period from October 1 through the week-end of December 10-11. Station keepers flew another 128.6 hours making total hours for that period 467.7 hours.

During that time 226 volunteer pilots have been at the controls of the planes and total number of hops made by the volunteers stands at 238.

All of this information, and more too, is found on a large chart kept by the facility. The chart, designed by the executive officer at the facility, Lt. Stanley Fallander, is a daily and monthly record on the volunteers and Acorns flying.

Each month a new chart is made and at the end of the month a copy sent to Capt. A. E. Buckley, commander of the naval air reserve training unit at the Naval Air Station at Seattle. The idea for the chart originated at the Salem facility but it has proven so successful as an immediate visual check that it is now being copied by the Naval Air Reserve Training Unit.

Shown on the chart as a day-by-day record, are the number

of pilots cleared by the facility for flying, number of pilots flown, number of hops made, accidents, flight time for each type of plane, weather conditions, sunset hour, and planes not available for flying because of needed repairs.

Charts to date have shown a correlation between weather conditions and flying time. While air liners can use the field at 500 feet and one mile visibility on instruments and 300 feet and one mile when landing on the runway not equipped with instruments, the navy men at the Salem airport must have a 1500 foot ceiling and three miles visibility to take planes into the air. October was the best month for flying and also had the best weather.

At the start of the month of October only four men had been cleared for flying by the facility and by the end of the month

the number had grown to 25 pilots. Total number of pilots flown in October was 94 with the number of hops 109. Volunteer flying time came to 137.1 hours that month and time for the station keepers was 27.5 hours for a total of 164.6 hours.

It was during October that the facility had the day that the largest number of pilots were flown. On October 30, 14 pilots took the planes into the air for a total of 22 hops.

By the end of November 37 pilots had been cleared for flying. Eighty-seven pilots were flown during the month and total number of hops for the month was 90. November found the volunteers getting in 123.6 hours of flying time. The station keepers added 14.7 hours to the number of hours the planes were in the air, making the total time 138.3 hours.

When the week-end of December 10-11 was ended 39 pilots had been cleared for flying at the facility. Volunteer pilots flown numbered 45 and their total number of hops came to 39.

Music for Hubbard
Hubbard—Special Christmas music will be presented at the 11 o'clock Sunday service at the Hubbard Community church (Congregational) by the Eymann chorus from Smyrna. They will sing "The Music of Bethlehem" by Fred Holton. The Sunday School will have a Christmas program at 10 o'clock.

All Swift Blast Victims Found

Sioux City, Ia., Dec. 16 (AP)—With 18 bodies recovered from debris of the Swift and company plant explosion, officials of the firm said today that all who were in the building have been accounted for.

Seven of the 55 persons still in hospitals were on the critical list.

Two bodies were recovered yesterday from the jumble of concrete and twisted steel girders within the plant where 1,000 persons were working when the blast came at noon Wednesday.

H. A. Franklin, safety engineer for the Iowa commerce commission, was assigned last night to make an inspection today in preparation for a full-scale commission investigation of the tragedy Monday.

The bodies recovered yesterday were those of Thomas Parker, 51, father of nine children, and Donald E. Johnson, 22, employes of the meat loading department housed in the front part of the building where the blast effects were severest.

Company officials said that damage may run close to one million dollars.

Man Cries After Rape Conviction

Anchorage, Alaska, Dec. 16 (AP)—Harvey L. Carignan, 22, sobbed in his cell last night, guards said, after he was convicted of what the prosecution termed "the most brutal crime ever committed in this court district."

A federal court jury found the Fort Richardson soldier guilty of the rape slaying of Mrs. Laura Showalter last July 31. The middle-aged victim was the mother of Mrs. Willard Boatwright of Port Orchard, Wash.

Although he wept later, Carignan showed no emotion when the verdict was read, despite the jury's stipulation that he should die by hanging.

Under Alaska law, at least five days must elapse before sentencing.

Couple of Mounted Texans Get Set for Huge Goat Roundup

By JOHN DAFFRON

Parramore Island, Va., Dec. 16 (AP)—A couple of mounted Texans coursed the desolate thickets and sand dunes of Parramore Island today getting ready for a roundup that may be tough—even for Texans.

They're going after goats—thousands of goats—that frisk on this 10-mile fringe of Virginia in the Atlantic ocean. They're out to round them up, pen them and ship them to Texas.

Few Virginians on the mainland—separated by 15 miles of Chesapeake bay from the eastern shore—know that Parramore has a thriving goat community. But Texas ranchers Percy Roberts of San Angelo and Lewis Smithwick of San Saba got wind of it and made a deal with the owners of the island for the crop of goats.

The owners, Mrs. Jean M. Schmidlapp of Cincinnati and Dr. Carl Schmidlapp of New York, have a waterfowl hunting lodge in the old coast guard station—the only building—on the island.

They put a few dozen goats on the island 10 or 12 years ago to clean out the undergrowth. The goats nibbled and browsed but they also multiplied.

Distances being a minor consideration to Texans, Roberts and Smithwick dispatched Joe Whitehead and Cliff Clary 3000 miles to Virginia for the goat roundup. The men arrived with three cow ponies and material for fencing and penning.

Over a preliminary cruise over the 15 square miles of desolation to the accompaniment of the lonely wash of the sea and the occasional bleat of an alarmed goat, Whitehead offered this observation:

"Bad,"

But, added his companion from the land where seldom is heard a discouraging word:

"We've got 'em out of worse places than this."

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