

Pilots Ask Salem Field Get 'Continental' Rating

By MARGARET MAGEE

Salem airport's instrument landing system runway—the south-east-northwest runway—should be extended to 8000 feet. The potential airline business in Salem and location of Salem from a weather and drainage standpoint justify that extension of the runway now 5,000 feet long.

That was the recommendation of the Air Lines Pilots association last fall to the Civil Aeronautics Authority, and the association is still making that recommendation, it was revealed today. Also, the matter has been brought to the attention of chief of the civil aeronautics administration in Washington.

Following the ALPA's recommendation of the extension of the runway, a like recommendation was made to the civil aeronautics administration by the CAA area chief of planning and evaluation division in Seattle, E. L. Yuravich. The extension, however, was turned down by the CAA chief of airports division on technicalities.

In rejecting the proposed runway extension the chief, airports division, CAA, pointed out that the present designation of the airport is "trunkline." Under this classification, he noted, 4,600 feet would be the maximum basic length in which the CAA could participate.

He further stated that he believed it possible for a change of designation of Salem's airport to "express," but that "good justification will be needed to obtain it as Salem is neither a very large city nor an important junction point on a trunk route."

Under the "express" designation the corrected 5,000 basic length would provide a maximum length of about 5,400 or 5,500 feet.

The only way full federal participation could be given the project to extend the runway to 6000 feet, according to the airport chief, would be for the designation of the airport to be raised to "continental," which is stated to be for airports serving long non-stop continental flights.

The airports chief said "We doubt very much whether that high a designation could be obtained for Salem airport, McNary field."

"It is not warranted by the service needed by Salem, particularly in terms of numbers of enplaned passengers and average flight length per passenger. If it is this region's desire that the continental designation be obtained to permit federal participation in a 6,000-foot length, we must be provided

with very strong and valid reasons for such a change."

Replying to the rejection of the proposed extension, the Air Lines pilots had pointed out that the Salem runway should be extended from a practical, sensible, logical and safety standpoint.

The pilots had noted that due to the "trunkline" designation, progress, service and safety of airlines operation were restricted, limited and hampered in this region.

Reasons the association listed for wanting this situation corrected were:

Primary interest and continued airline growth from a practical sound and safety point of view and strong objection to restricting that growth by arbitrary classifications and designations.

Salem's airport is now a trans-continental and international alternate and provisional airport for this area which should safely provide adequate service for DC-4s, DC-6s and Boeing Stratocruisers. The present runway structure is too short for this equipment, with bigger and faster equipment in prospect.

Any ILS runway should be adequate in length to justify the cost of installation.

Normally, the ILS runway should be the longest on the airport while in Salem it is the shorter with the other runway 5,500 feet. Cost of extending the runway would be negligible compared to advantages obtained because of simplified grading and drainage problems.

Because of obstacles to the south, west and north of the airport, it is essential to extend the ILS runway to the southeast a minimum of 6,000 feet.

Potential airline business at Salem and surrounding area justifies the increased schedules, larger improved equipment, safety and reliability that a 6,000-foot runway would afford.

The location of Salem from a weather and drainage standpoint is very advantageous as proven by its past usage when Portland airport was below water and other minimums, with use of Salem's airport tremendous during the flood of 1948.

Cumberland Gap was discovered by Gabriel Arthur in 1674.



Questioned at Inquiry—Comdr. George E. Peckham (center), executive officer of the USS Missouri, testified before a meeting of a court of inquiry at the Norfolk, Va., navy yard, that he gave two warnings just before the vessel ran aground. Lt. Comdr. Milton Bradbury (left), judge advocate, asks for information concerning a document as Comdr. John R. Millet, operations officer, listens intently. (AP Wirephoto)

Management of PPL Unchanged

New York, Feb. 9 (AP)—There will be no change of management in Pacific Power & Light Co., according to New York investment concerns which recently purchased the Oregon-Washington utility.

"It is our hope that ownership of this common stock will eventually be held to a large extent by the residents of the Pacific northwest," syndicate spokesmen said last night.

Referring to speculation that the stock would be resold, the spokesmen said they made the purchase because "we are thoroughly convinced of the future of the Pacific northwest."

The spokesmen added that it was the syndicate's primary purpose "to continue under the present management to render the best possible service at the lowest possible price. Other conditions are secondary."

West Salem to Stage School Voting

West Salem junior high school's political speeches will be given Thursday morning with voting held Friday morning. The candidates will deliver their speeches during an all

school assembly Thursday, with Keith Johnson ASB president, presiding over the assembly.

Only Louise Owens filed for the office of president, therefore that office will not be voted on. For the office of vice-president, Betty Brickman, Sam Triplet, Barbara Watts are seeking that office.

Shirley Wayt and Barbara Culbertson are running for ASB secretary. Leroy Baughan and Early Macintosh are the candidates seeking the political office of sergeant at arms.

Senator Morse on Way to Oregon Again

Salt Lake City, Feb. 9 (AP)—Senator Wayne Morse (R-Ore.) believes the recent republican party-statement of policy should have been more specific on major issues.

He stopped here yesterday en route to Oregon for some campaigning. Referring to the statement of the GOP, Morse said "It gives promise of maximum harmony within the party."

The senator said he would like to see the party committed more firmly to the Hoover commission recommendations for reorganizing the executive branch of the government. He said the voters could get "their teeth into" such commitments.

In 1900, the United States had only 8,000 automobiles.

Doctors' Trial In Final Stage

Portland, Feb. 9 (AP)—The federal trial of the Oregon Medical society and eight doctors on charges of monopoly law violation was headed today toward the final stages.

The last defense witnesses testified yesterday and Judge Claude McCulloch called for a cleanup this week. The government's rebuttal witnesses will take the stand tomorrow and McCulloch said he wanted testimony completed this week even though it means a Saturday session.

Four physicians testified yesterday, arguing that the medical societies had never plotted against commercial pre-paid medical associations.

The government has accused the physicians of seeking to monopolize pre-paid medical care in the state with the professionally sponsored Oregon Physicians service plan.

Metal Money Tests Begin

Philadelphia, Feb. 9 (AP)—Twelve citizens named by President Truman today start the two-day job of testing the government's metal money for weight and accuracy of design.

Complying with a 158-year-old law suggested by the first secretary of the treasury, Alexander Hamilton, the members of the annual assay commission will examine coins produced by U.S. mints in Philadelphia, San Francisco and Denver.

Aiding the non-expert mem-

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 Western Division
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 Established 1925

bers of the group will be Mrs. Nellie Taylor Ross, director of the mint; U.S. District Judge William Kirkpatrick, Comptroller of the Currency Preston Delano of Washington, and Joseph S. Buford of the U.S. assay office, New York City. The citizen appointees receive

no pay but are given expenses and a bronze commemorative medal.
 GOP Banquet Site Shifted
 Portland, Feb. 9 (AP)—Republican party chiefs here have shift-

ed the site for the annual Lincoln day banquet February 14 to avoid possible picketing. A labor dispute involving the Cosmopolitan club, the original site, prompted the shift to the Masonic temple.

FORMAL OPENING

Salem's New Modern Flower Shop
"Flowers by Jary"
 590 North Capitol St., corner Union
 (CAPITOL SHOPPING CENTER)

FRIDAY, FEBRUARY 10th

Hours — 1 'til 9 p. m.

Free Bunches of Violets for the Ladies

We postponed our formal opening when the Arctic winter struck but with the return of our own Oregon weather we would love to see you Friday, Feb. 10th.

Owned and operated by
Syd and Louise Jary

Special open hours: Sundays, 10 to 5; Fri. and Sat. 'Til 9 P.M.

SCHLESINGER & CO.

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415 Court Street
 Salem

Valentine Day Surprise—baked alaska and steaming, fragrant coffee

BAKED ALASKA
 1 pint packaged vanilla ice cream
 1 pint packaged chocolate ice cream
 1 8-inch round layer sponge cake
 1/4 teaspoon salt
 4 egg whites
 1 teaspoon vanilla
 1/4 cup sugar

Keep ice cream frozen very hard in cartons. Cut 2 strips off sides by 8 inches. Cut 2 strips off about 4 1/4 inches by 8 inches. Put on baking sheet and place in refrigerator. At dessert time, heat oven very hot (500° F.). Add salt and vanilla to egg whites; beat with rotary or electric beater until stiff but not dry; gradually beat in sugar, making very stiff meringue. Remove ice cream blocks from cartons and place side by side on cake. Quickly cover cake and ice cream with meringue. Brown in hot oven about 1 min. Transfer to platter, surround with Valentine candy hearts; serve at once. Makes 8 servings.

Serve with Hills Bros. Coffee

Everybody likes Hills Bros Coffee

HILLS BROS. COFFEE

Regular Grind
 Drip and Glass-Maker Grind

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