

Airline Executive Describes Features Of New British Jet-Powered Airliner

Denver, Colo., Mar. 25 — Extreme enthusiasm about the future of turbine engine development for commercial aviation was expressed by J. A. Herlihy, vice president in charge of operations for United Air Lines, upon his return to the United States from a 12,000-mile trip inspecting foreign engine development and airline operations in Canada, England and the continent.

He was especially impressed by the new DeHavilland Comet in England, a 40-passenger, four-engine jet-propelled aircraft which he himself flew at a speed of 485 miles per hour at an altitude of 32,000 feet—"as easily as any conventional plane and without any semblance of vibration," he added.

Campaign Opened For Sheriff Job

W. L. "Bill" Taylor, Central Point dairyman and rancher, formally opened his campaign Saturday for the democratic nomination for sheriff of Jackson county at the May 19 primary election.



W. L. "BILL" TAYLOR
Candidate For Sheriff

Herlihy said that, with planned improvements in cabin pressurization, the DeHavilland Comet would operate even higher than 32,000 feet when placed in commercial service. British Overseas airlines and Canadian Pacific airlines have placed orders for the Comet and he estimated these companies would have them in regular scheduled operation within 18 or 24 months.

The first United States airline executive to fly in the new DeHavilland Comet, and one of the few foreign aviation men of the world to be granted that privilege, Herlihy placed this airplane ahead of any other turbine engine development he viewed on his extensive trip.

Range 2,000 Miles
The long range of the Comet, which is approximately 2,000 miles, plus its speed, ease in flying and almost complete lack of vibration in operation, makes the aircraft highly desirable for commercial use, he said.

The turbine-prop power plant, according to Herlihy, has interesting features for commercial use in the immediate future. He said that in his opinion, however, the ideal was the straight jet but that was further away. He expressed the belief that within 10 years the turbine engine may completely replace the piston engine for all aircraft of over 1,000 horsepower.

Everything in the way of new development witnesses on foreign shores, Herlihy said, was devoted to the turbine power plant. Government-financed turbine prototype development programs, vested for the most part completely in the hands of commercial companies, have permitted the British and Canadians to steal a march on the United States in this important field, he observed.

Suggests Program
But a United States program in turbine development started now would quickly bring this country abreast of its competitors, in Herlihy's opinion. He suggested as a possible start on such a program here that the government assign some of its converted, all-jet B-45 bombers to the airlines for experimental use in flying cargo, thereby providing actual experience in flying turbine aircraft over United States airways. He said problems of fitting the much faster jet airplanes into the commercial airways pattern were anticipated here and abroad but that these were surmountable.

"This trip has convinced me that the turbine engine has arrived," Herlihy said. "It's here, and like all world progress, nothing can stop it."

"The first airline to get the

Body Missing Klamath Woman May Be Found
Klamath Falls, Ore., Mar. 25 (U.P.)—State police here and in Portland today explored the possibility that a torso found floating in the Willamette river in April 1946, is that of Mrs. Marie Diffin, missing since the fall of 1944.

The remains found near Portland in the Willamette river four years ago, have never been identified.

Mrs. Diffin left Chiloquin with two men in 1944 and her husband was only recently persuaded to report her disappearance.

At the time the torso was found, examiners said it was that of a woman about 40. Mrs. Diffin was 38 when she left her family.

Police have learned that the missing woman intended to go to Portland. Her parents and two sisters live here. She has a married daughter in Boise, Ida., and her husband, George A. Diffin, lives at Cascade Locks.

Bids Asked For Oregon Caves Fire Protection
The national park service will construct a fire reservoir, a sprinkler system and additions to the sewer system of the chateau at the Oregon Caves national monument. It was announced Saturday. Bids from contractors on the project will be accepted up to 10 a. m., May 1 at the park service offices in the Medford post office building.

Plans and specifications for the work can be obtained by interested bidders at the office.

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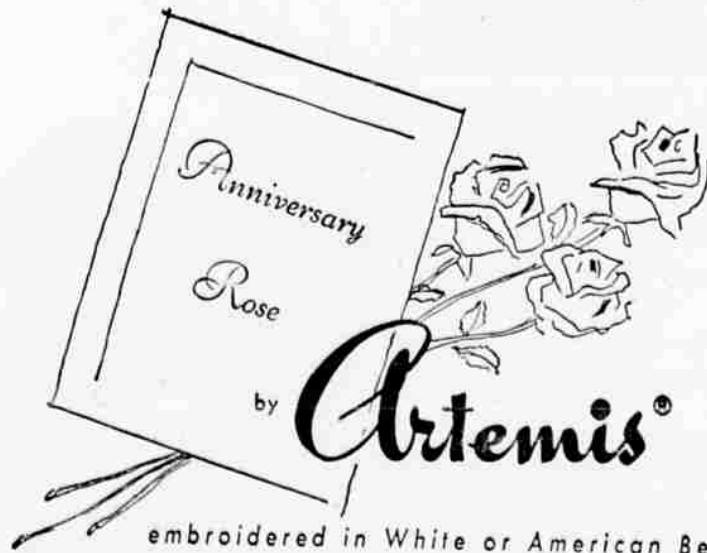
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