



CAA Engineer Visits Medford Airport

Don Harper, airport engineer of the Civil Aeronautics Administration district office in Seattle, arrived in Medford yesterday morning to inspect the airport resurfacing project and consult with officials on airport development.

Harper said the resurfacing job so far is "very good" and complies with CAA specifications. Harper returned to Seattle yesterday afternoon.

According to Vernon Thorpe, public works director, the main runway resurfacing project should be completed Thursday or Friday.

Dehydrating Process Lengthens Storage Life

Davis Calif.—UP—A new process for dehydrating peaches and apricots is being studied in the food research laboratories on the University of California campus here.

The process—freeze-drying—removes more water from the fruit than do commercial methods and lengthens storage life, according to authorities here.

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Two Complete Daring Atlantic Ocean Crossing in Small Sloop

Miami, Fla.—UP—Two daring West Berliners recently completed a 39-day crossing of the Atlantic in a 25-foot sloop that would have fished easily on the deck of Christopher Columbus' flagship.

Following the course set by the great navigator in 1492, they made it in a boat which perhaps is the second smallest ever to cross the Atlantic.

The two sailors, Dr. Hans Dienst, 37, a consulting engineer, and Dr. Heinz Pokorny, 32, a Berlin physician, explained on docking here after a leisurely cruise through the Bahamas that the voyage was no publicity stunt or wild adventure.

"It's very simple," said Dienst. "It's my prescription for health. Some people go to a sanitarium to rest from the stresses and strains of modern life. I sail a ship instead."

"This was not an adventure trip. We carefully planned every detail. My friends in Berlin consider me not an adventurer but an exact man."

Second Smallest

Dienst, the only one of the two who speaks English, said he thinks his single-masted sloop, Grudon, is the second smallest ever to cross the Atlantic. He said a somewhat smaller vessel was pointed out to him at Nassau as having been used by a woman to cross the ocean.

The blond, blue-eyed engineer, his face deeply tanned, pointed out that despite its smallness, the Grudon is reasonably safe for oceanic travel.

"A small boat that is built for high and rough seas is safer than a big boat not built for ocean travel," he explained. "It is a small boat but very sturdy and solid."

Dienst said he and Pokorny made the trip in two phases.

In the summer of 1955, they sailed the rugged little craft from Germany around the European continent to Huelva, Spain—the jumping-off point for Columbus on his history-making voyage. The second part of their

trip began in April of this year. They sailed from Huelva to Las Palmas in the Canary Islands and from there they made the 3,700-mile trip across the Atlantic in 39 days to San Salvador, Columbus' first landing place in the New World. It took Columbus 29 days.

Two days after leaving Spain, the Grudon ran into bad squalls which whipped up heavy seas. Dienst said they considered turning back, but decided they had rather face the fury of the sea than the ridicule of their friends.

Before they reached Las Palmas, only 700 miles away, they lost three double-strength sails.

"The seas were rough, but I never felt that we were in any real danger of sinking," the engineer said.

After replenishing supplies in the Canary Islands, the Grudon was pushed across the waters at a fast clip by the trade winds that favored Columbus. During the final 39 days, Dienst said they ran into only three sizeable thunderstorms, none severe.

Worried that they might lose their sails again, they took them down during each storm and rode out the waves with a sea anchor.

The two alternated night and day at the tiller, sitting in a copper-lined, water-tight cockpit in the stern. Each man served a three-hour watch at night. They navigated by the stars with only a sextant and a chronometer to check position. They had only a small radio receiver—no transmitter.

Dienst and Pokorny slept in

two bunks in the vessel's small cabin. In their spare time, they would read, repair sails or study marine life, a hobby of both.

The men took about 27 gallons of fresh water for the whole trip, rationing it at one and one-half quarts per man per day. They bathed in sea water. At the end of the voyage, they had about five gallons of fresh water left.

Their biggest source of food was from the sea itself. Dienst said the fish were quite often cooperative.

"Frequently in the mornings we would find flying fish on the deck," he said. "The fish would hit against the mast and fall to the deck."

They also carried canned meats and vegetables and a supply of fresh lemons and potatoes.

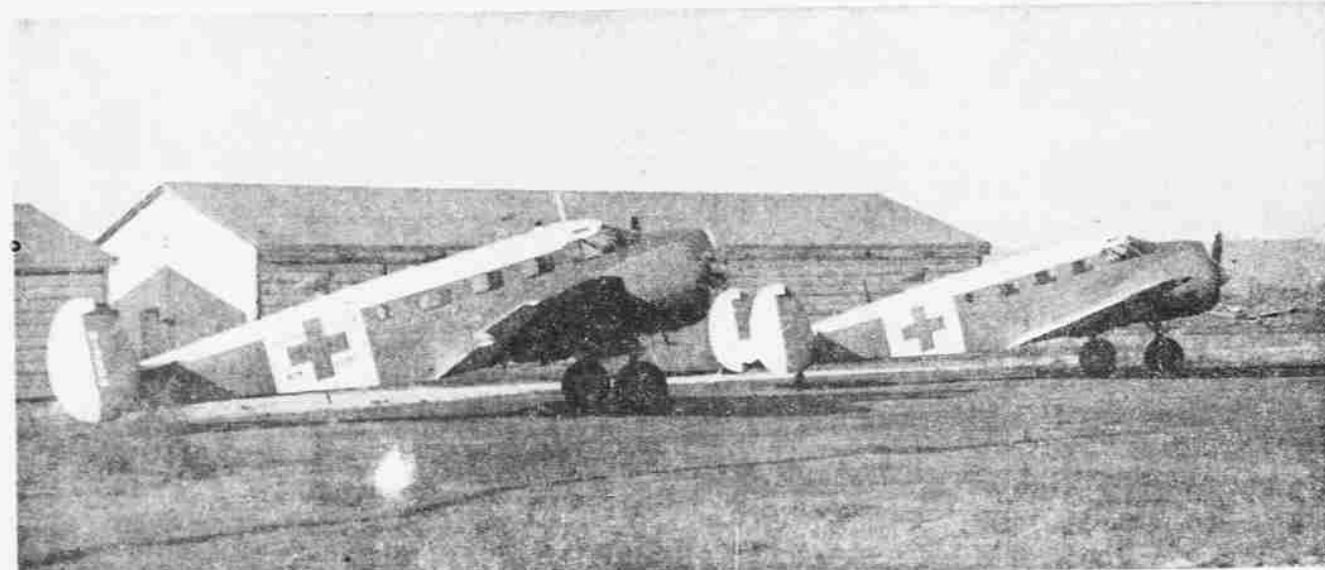
The Grudon's small auxiliary engine was used only a total of four hours during the entire trip, Dienst said, two hours out of Las Palmas and two hours coming into Miami.

The men won't have much time to enjoy their American vacation. Dienst said he is expected to be in Nassau as soon as possible. Pokorny plans a more leisurely return to Germany via steamer after selling the Grudon here.

Washington—UP—The Senate Interior Committee has approved the nomination of Marling J. Ankeny as director of the Bureau of Mines.



REVEALING HIS PLANS to drive around the world alone, Capt. Peter Townsend arrives in England to resign from Royal Air Force after almost 20 years of service. Nine months ago he flew to London for meetings with Princess Margaret, which preceded end of romance. (International)



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Case of Bulbar Polio Listed in Malheur County

Portland—UP—A case of bulbar polio in a 15-year-old boy from Malheur county, scene of Oregon's worst polio epidemic last year, has been reported by the State Board of Health.

Another case of bulbar polio was reported in a seven-year-old boy living just across the Snake river in Idaho. Both cases were diagnosed by Nyssa physicians. Bulbar is the most severe type of polio, involving paralysis of the respiratory system.

Dr. Harold M. Erickson, state health officer, said that neither child had received protective shots of Sak polio vaccine.

The new report brings Oregon's total number of polio cases this year to 42, well below the comparable period a year ago. Polio normally reaches its peak in Oregon during September and October.

Dr. Erickson said that the two cases of bulbar polio in unvaccinated children emphasizes the need for immediate shots for all eligible persons. "If Oregon expects to materially reduce the toll from paralytic polio this year,"

he said Oregon now has "adequate supplies" of commercial vaccine to meet present demand. The state board of health last Friday eased restrictions to permit commercial vaccination of all persons up to the age of 30 years.

Brother of Ashlander Believed Red Captive

Ashland—UP—The brother of an Ashland, Ore., woman is believed to have been a crewman aboard one of the planes from which the United States this week accused Russia of holding undisclosed prisoners.

Capt. S. D. Service, a navigator, was aboard the B-29 downed over the Sea of Japan, June 13, 1952. His sister, Mrs. Jane Cannon, lives at 823 Siskiyou Blvd., Ashland.

The B-29 downed on that date was one of two planes specifically singled out to Russia in the United States note delivered this week.

Capt. Service's wife and two children live in Berkeley, Calif.

Washington—UP—Congress has passed a bill putting all servicemen under full Social Security coverage.

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