

Jet Transport Age To Bring Need for Modification in Air Safety Measures

(Editor's note: Following is the fourth in a series of articles dealing with air traffic congestion and the need for greater safety regulations.)

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Washington (U.P.)—America's first scheduled jet transport flights will take place late in 1958.

And with the birth of the jet age will come the safest form of aerial transportation known to man.

Jets will be safer for several reasons:

—Their high-speed, high altitude

requirements have resulted in the design of the strongest planes ever built. The wings of a jet transport could support the weight of automobiles piled as high as the Washington Monument.

—Jet engines are more reliable, less prone to failure, than piston engines. Capital Airlines' Viscounts, which use a jet engine hitched to a conventional propeller, have had only one in-flight engine failure since they were first placed in operation nearly two years ago.

—Jets fly higher than conventional planes, avoiding bad weather with ease, and their swept-back wings are less affected by turbulence.

—Jets in many ways are easier to fly and handle than a piston-engine plane. The Boeing 707 jet transport contains only 180 cockpit instruments; the Boeing Stratocruiser, a conventional four-engine plane, has nearly 500 cockpit instruments.

—In a takeoff or landing crash, a jet is less likely to catch fire because its kerosene fuel is less inflammable than high-octane gasoline.

Manufacturers now are engaged in the greatest flight testing program ever involved in the introduction of new aircraft.

"We know one bad crash could seriously damage public acceptance of this new kind of flying," one aircraft company official said. "We aren't cutting any corners in putting out the safest transport ever created."

Long Range Plan
Boeing's 707 prototype, for example, took blueprint form in 1952, underwent its first test flight in May, 1954, and already has had more than 1,100 hours of flight operation.

Boeing also is building a jet tanker for the Air Force which, except for certain modifications, is identical to the passenger-carrying 707. Boeing estimates that by certification time, its jet transport will have had more than 65,000 hours of flight testing.

But the jet transport age also will bring safety problems.

The old "see and be seen" rules for so-called visual flight conditions won't work with jets. A jet transport pilot who sees an on-coming plane one mile away won't have time to take evasive action. At 600 miles an hour, the other plane will be upon him in four seconds.

This means the jet airliners will operate under instrument flight rules, even in perfect weather. They will cruise at altitudes of 24,000 feet and higher, with flight paths centered on the ground. At such altitudes, they will be using air space hitherto reserved for military traffic.

Jets do not operate efficiently at lower altitudes, where they gulp fuel with enormous appetites. The Boeing 707 which recently flew cross-country burned up 1,000 pounds of fuel just taxiing from its Seattle loading area to the takeoff runway.

This means jet transports captains will have to plan flights with extreme care to avoid landing delays which might jeopardize their fuel supply. This in turn makes the development of a better air traffic control system an absolute necessity for the jet age.

Electrically Controlled
Experts predict that jetliners will fly pre-calculated flight paths, monitored and guided electronically to assure them of on-schedule landings. Such a system, of course could virtually eliminate "stacking," not only for jets but all airliners.

Despite their 600-mile an hour speed, the jets will be no harder to take off or land than a conventional transport.

Boeing's 707, which has already been flown by a number of airline pilots, lands at the same speed as a DC-7 and has

the same stall characteristics as a piston-engine plane. However, it needs a bit more runway length.

America's jet airliners are being designed to avoid the troubles of British-made plane suffered rapid pressurization and depressurization in its swift climbs and descents. In effect, it was like bending a piece of metal back and forth until it breaks.

The U.S. jets will be built much stronger than the Comet to eliminate this possibility. The 707, for example, incorporates "multi-member" construction. The skin panel in any section of the plane can suffer a complete fracture without affecting the rest of the aircraft.

Unlike the Comet, U. S. jets will have their engines mounted in pods underneath the wings instead of building them into the wings. This will isolate engine fires from the rest of the plane.

Tomorrow: Would airline passengers be safer if they rode backwards and wore parachutes?

Gash Across Lisbon Said To Be Justified Program

Lisbon (U.P.)—There is an ugly gash across Lisbon's fair face these days, but it is not a deep wound and the experts say there will be no lasting scar—once the subway is finished.

Practically every white-collar worker in Lisbon goes home to lunch, the partisans of the project point out. The commuting habit at midday is traditional, and, with business steadily expanding, which means more people employed in offices and shops, it is on the increase.

The snack-bar has never become popular here, and the sandwich, as in other Latin countries, is regarded strictly as a bite to eat between meals, not—event though it may look square—as a substitute for one.

The residential districts fan out from the center of the city (very little of which is flat) along the north bank of the Tagus or away from the river, across uneven ground, toward the hills. Thus a fair number of wage-earners live too far from their work to make the round trip twice a day, but they are still the minority among employees.

The Opposition

The street car and bus services are packed in downtown Lisbon during the rush hours. The subway now under construction should do a lot to eliminate this rush when the first section is completed in a couple of years. But by then the city's need of extra transport is likely to be even greater, according to official estimates.

Disgruntled Lisbonians of the old school are not so sure, however, that it is worth seeing their city's principal thoroughfare dug up and traffic disrupted for the sake of a tunnel whose convenience they despise as of doubtful value at some uncertain future.

They deplore the present aspect of the fine, broad Avenida da Liberdade, which has been stripped of its grass border and most of its trees along one side.

Where swans used to drift sedately in shady, terraced pools in pleasant contrast to the noisy, clattering bustle on the street, 2,000 workmen have hacked a wide, shallow trench that splits Lisbon's main artery all the way uphill from Restauradores Square to the massive statue of the man who rebuilt the town after the earthquake of 1755—the Marquis of Pombal.

The thoughtful contractors have provided neat peepholes at short intervals in the boardings that enclose the excavations like a stockade so passers-by may look in on the work. A row of onlookers is always there except when it rains. This pleasant pastime will be interrupted temporarily in February when the excavation scene will be tidied up during the state visit of Queen Elizabeth of Britain and the Duke of Edinburgh.

Little Tunneling

"We are a little behind schedule at present," a spokesman for the subway company admitted recently. "Even so, I think we can count on finishing this first section of the line before the end of 1958, according to plan."

He meant the four-and-a-half-mile, double-track stretch, shaped like a somewhat crooked figure Y, that will fork in two directions from the Rotunda, below the park named after Eliza-

beth's great-grandfather, Edward VII.

The stem or trunk of this "tree" is the straight route already mentioned. Its branches at the outset will stop short at the stations of Sete-Rios and Entre-Campos, but are to be prolonged at a later date as far as Benfica and Lumiar on the city's rim. A lengthier riverside track, a loop and another branch line will complete the network, covering a total distance of 25 miles.

Only about one-seventh of the first section (1,400 out of 7,000 meters) will require deep tunneling; the rest will be built on the American cut-and-cover system.

At the start, with trains limited to two cars running between 11 stations at two-and-a-half minute intervals, the company reckons to carry anything up to 6,000 passengers both ways every hour. Later on, each train may consist of four cars, and the intervals on the timetable could be cut to one and a half minutes, to provide transport for 20,000 passengers an hour.

Michigan Indians Said on Warpath

Allegan, Mich. (U.P.)—Michigan's Indians are on the warpath. The enemy is the United States government.

At issue is a treaty negotiated by Gen. Anthony ("Mad Anthony") Wayne more than 150 years ago after the battle of Fallen Timbers.

Representatives of the Ottawa, the Pottawattamies and the Chippewas held a quiet war council at Allegan's Griswold Memorial Building recently to draft a plan of attack.

In 1795 the three Michigan tribes signed a treaty with Wayne that gave the Indians the right to hunt and fish within the lands they have now ceded to the United States without hindrance so long as they remain peaceful.

Col. Willard Bush, a Wayland Indian, was jailed 160 years later and convicted on a charge of hunting without a license.

For the first time since the battle of Fallen Timbers, Michigan's Indians united in the cause of Bush. Silas J. Bush, the colonel's father, said he will carry the battle all the way to the U.S. Supreme Court if necessary.

At their powwow here, representatives of all three tribes were on hand to discuss what may be the big stumbling block in their case. A clause added to later treaties said the Indians have the right to fish and hunt "so long as the land remains the property of the United States."

The Ottawas, Pottawattamies, and Chippewas see this to mean land within the United States boundaries. But the courts have interpreted the clause to signify government land as against state-owned land. It appears that the only chance the Indians have to win their case is to prove that certain "verbal understandings" carried over the original rights granted by Wayne to later treaties.

More than 170 million pounds of shrimp—more than one pound per person—were sold in the U.S. in 1953.



PLEADS POSTAL INCREASE—Postmaster General Arthur Summerfield appears before the House Postoffice Committee to plead for increase in postal rates. Committee members who said his squabble over postal cutbacks would have little effect on his case for stamp price hikes, expected to question him closely on reasons for the postal curbs.

Records Sold By Supermarket Methods

Kansas City, Mo. (U.P.)—Supermarket methods are used in the selling of recorded music at the new Foremost Record Center here.

Attendants play 45 rpm records at a counter, where a dozen or more customers may listen to as many different records without bothering their neighbors. Attendants also play 33 1/3 rpm records for customers who listen in hi-fi booths served by co-axial speakers.

Officials of the center and a sound expert worked out the details. They began with a system of indexing records through use of album jackets mounted on huge panels. The customer notes the index number and letter of the jacket and the attendant does the rest.

The center points out that wear and tear on the discs is reduced to an absolute minimum by the system. More than 5,000 record album jackets are on display, each indexed for easy selection.

The supermarket idea is extended to include ample parking space for customers, an up-to-the-minute "scoreboard" of best sellers among the popular records, and a battery of vending machines to provide refreshments.

Foremost Records, Inc., which installed the center as a subsidiary enterprise, is new in the record world. It is headed by Blevins Davis, prominent New York theatrical producer and "angel" who maintains a home in nearby Independence, Mo.



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To develop message for Friday, read words corresponding to numbers of your Zodiac birth sign			
ARIES MAR. 22 - APR. 20	1-15-26-37	51-60-81-90	101-110-121-130
Taurus APR. 21 - MAY 21	6-21-32-43	53-78-83-87	103-113-124-135
GEMINI MAY 22 - JUNE 21	7-19-30-41	52-64-73	102-112-123-134
CANCER JUNE 22 - JULY 23	11-14-25-36	48-59-70	98-109-120-131
LEO JULY 24 - AUG. 23	55-66-68-75	76-77-84-85	104-114-125-136
VIRGO AUG. 24 - SEPT. 22	2-18-29-40	50-63-82-89	100-110-121-130
Libra SEPT. 23 - OCT. 23	8-12-23-34	57-67-79-86	107-117-128-139
Scorpio OCT. 24 - NOV. 22	1-13-24-35	46-58-69	97-107-118-129
SAGITTARIUS NOV. 23 - DEC. 21	9-20-31-42	45-56-68-88	106-116-127-138
CAPRICORN DEC. 22 - JAN. 20	10-22-33-44	54-65-74	105-115-126-137
AQUARIUS JAN. 21 - FEB. 19	4-17-28-39	49-62-72	99-109-120-131
PISCES FEB. 20 - MAR. 21	3-14-25-36	47-61-71	101-111-122-133

59 Cases of Measles Reported Last Week

Fifty-nine cases of measles were reported in Medford to the Jackson county department of health for the week ending April 12, according to Dr. A. Erin Markel, public health physician.

About 73 other communicable diseases were reported during the week in Jackson county, Dr. Markel said.

Cases included measles 33, Ashland 27, Phoenix four and Talent and Trail, one each; German measles 14, Sams Valley 11, Medford three; pneumonia six, Medford five, Ashland one; chicken pox 14, Medford nine, Gold Hill two, Central Point, Eagle Point and Applegate, each one; whooping cough three, Medford; mumps two, Medford; and rheumatic fever one, Medford.