

United States Immigration Service Accused of 'Gestapo' Methods

Military Faces Restricted Use of Air Following Collision With United Plane

Washington — Military use of federal airways faced possible restriction today in the wake of Monday's collision between an Air Force fighter and a United Air Lines DC7 near Las Vegas.

A key congressman, Chairman Oren Harris (D-Ark.) of the House Commerce Committee, said the jet "had no business over a regular airway." He demanded that the Civil Aeronautics Board take

immediate corrective action and hinted Congress may investigate the use of airspace by military planes, particularly those on training flights. Harris said he may recommend that his committee hold

joint hearings with the House Armed Services Committee on the air safety problem.

Harris was informed Monday night by CAB Chairman James R. Duffee that the CAB ordered its staff April 11 to prepare a special report to Congress on current airspace problems and CAB safety regulatory activities. Duffee said the "important" document was now in draft stage and would be printed as soon as possible.

It will include analyses of in-flight collisions and near miss reports as well as rules for flight test areas, Duffee said. His telegram also was sent to Sen. Warren G. Magnuson, (D-Wash.), chairman of the Senate Commerce Committee.

Other congressional reaction was more cautious but equally concerned. Sen. A. S. Mike Monroney (D-Okla.) said the Nevada collision emphasized the "ever-growing problem" of air traffic control. Monroney, who heads a Senate aviation subcommittee, pointed out that both planes were flying under visual flight rules. He said the crash indicated the need for all commercial and military planes to operate "under absolute instrument control."

Rep. Patrick J. Hillings, California Republican, said the latest air tragedy points out the necessity for Congress to create a single federal authority to control all airspace. Federal aviation officials were stunned by the crash which, like the Grand Canyon disaster of two years ago, occurred in relatively empty airspace. Most declined specific comment until some of the confusion is cleared away. It was still to be determined whether the jet fighter was out of control when it hit the airliner at 21,000 feet.

On that single question depended much of the responsibility for the accident, and possible action to follow. One report said the F100F engine had "flamed out," or failed at 29,000 feet. That would indicate a one-in-a-million freak accident in which a widely plunging fighter fell from what normally was a safe operating altitude into the airliner's path. At 29,000 feet the jet was flying nearly 5,000 feet above the top service ceiling of a DC7.

An Air Force spokesman said later the jet had been given permission to descend to a lower altitude. This could mean the fighter entered the airway under control and rammed the airliner because either or both planes failed to see each other in time. The latter possibility was what concerned Congress and federal officials concerned with air safety.

Grimsby, England — A beauty lecture attended by 600 women broke up in chaos Monday when a mouse ran across the floor in the Grimsby Town hall. The mouse got away.

No Regrets Held In Deportation Of Finnish Man

Washington — The U.S. Immigration service, accused by a federal judge of "Gestapo" methods, had "no regrets" today for the forcible deportation of an ex-Communist to Finland.

Immigration officials said their action in speeding deporting 56-year-old William Heikkila last week was "proper." They said they had "no regrets in carrying out the legal obligation which the law—as we understand it—places upon us." That obligation, they explained was "to speedily deport undesirable from the United States."

The White House apparently had no intention of intervening. Heikkila's wife Phyllis telephoned the White House Monday. She was told by Maxwell M. Rabb, secretary to the cabinet, it was a "matter for the Immigration service."

Federal Judge Edward P. Murphy of San Francisco said the deportation of the Finnish-born draftsman smacked of "Gestapo, rack and thumb screw." He said Heikkila is entitled to his day in court if there is any possible way to get him back to this country.

Immigration officials here said they could recall no case in which they were compelled to return anyone to the United States on grounds of improper deportation. Judge Murphy ordered Bruce Barber, San Francisco district Immigration Service director, to appear before him Friday to answer a charge of contempt of court in the summary deportation of Heikkila. Immigration officials said Barber's defense would be worked out in consultation with the U.S. attorney in San Francisco. It was on the U.S. attorney's advice that there was "no legal impediment" to Heikkila's deportation that Barber acted initially.

Although a resident of the United States since he was 2½ months old, Heikkila never applied for citizenship. He was first ordered deported in 1947 on grounds of Communist party membership dating back to 1926. He carried on an 11-year court challenge of the deportation order. He was married to an American-born citizen in 1953 and applied for reopening of his case on grounds of his marriage.

Last week Judge Murphy dismissed his appeal and ordered attorneys for both sides to enter findings on the issue. He set May 2 for a further hearing on objections by Heikkila's attorneys.

The Justice department said Heikkila was arrested on a San Francisco street at 5 p.m. last Friday on a warrant of deportation issued Jan. 11, 1952. He was flown immediately in an Immigration Service plane to Vancouver, Canada, where he arrived at 11 p.m. Friday. He was then put aboard a Canadian Pacific non-stop plane to Amsterdam, Holland, where he was to board a Finnish plane for Helsinki, Finland.

Officials said Heikkila's wife was not informed of his deportation until about midnight Friday. Barber called her and said agents would be sent to collect her husband's clothing and any funds she wanted to send.

Immigration officials said Mrs. Heikkila knew a deportation order was hanging over her husband's head when she married him.

Navy Increases WAVE Opportunities

The Navy is increasing career opportunities for young women in the WAVES through fields now open to enlistees, Chief Warren Boe said today.

Fields open to WAVE enlistees include air control tower operators, link and celestial navigation trainer instructors and other training device instructors.

Young women who are high school graduates between the ages of 18 and 25 may qualify for any one of 23 specialized ratings. Additional information is available at the local recruiting station in the post office building or by calling SPing 2-4060.

Two Bandits Take \$126,000 in Jewels

Chicago — Mrs. Titus Haffa, wife of multi-millionaire Chicago industrialist, was robbed Monday night of \$126,000 in jewelry by two bandits in the vestibule of her plush Lake Shore apartment house.

It was the second time in seven weeks she has been victimized by jewel thieves. In March, she lost \$175,000 in gems to burglars while she was a guest of Arthur Godfrey in Florida.

"There's no more for them to take," Mrs. Haffa told police after the robbery. "I'm cleaned out."

'Number Comes Up' for Victims Of Mid-Air Crash Over Nevada

Editor's note: The following dispatch describes the macabre scene of a make-shift morgue where bodies of victims of the tragic in-flight crash of a United Airlines DC-7 and an Air Force jet fighter were being identified just a step from Las Vegas gambling casinos. It was written by veteran United Press sports writer Hal Wood, assisting in the coverage of the tragic event.

By HAL WOOD
Las Vegas, Nev. — For most, life went on as usual in gay Las Vegas.

Not for the 49 persons lying in a neat row on the floor of the Las Vegas race track club house—the city's disaster center. They were dead.

But elsewhere, there was no change. Only a few blocks away, on the faded "strip," the gamblers urged the players to lay their bets.

"Your number may come up," said a house man at a roulette wheel.

The "number came up" earlier in the day for the 47 persons aboard the United Airliner that met in a mid-air collision with a jet plane, with two Air Force men aboard.

All day long, a stream of tiny Air Force four-wheel drive jeep ambulances battled their way through sands in the desert to the disaster scene.

"Each ambulance brings in four or five bodies," said Clark County Sheriff W. E. (Butch) Leopold. "The bodies are in those rubber sacks over there."

"We haven't made any positive identification yet on most

of them. We have the names on a few, although on some, there may be a hand or foot missing."

The club house floor was strewn with discarded parimutuel tickets. The Red Cross workers, sheriff's deputies and technicians quietly walked through the debris as they went about their work in orderly fashion. Pinned to the sacks on a few were identification labels, no address . . . Don Kaye . . . Jack Fredricks . . . Clara Klenfoltz . . . Joseph W. Linneman . . . Dwight W. Blochweider . . . W. E. Nollenberger . . . S. R. Kallenbauger . . .

"United Air Lines is sending in a full identification team," said the sheriff. "Until that time we won't know who these people are."

Meanwhile, the tiny jeep ambulances, with red lights blinking but sirens stilled, worked their way through the city traffic the 25 miles out and 25 back between the crash scene and the disaster center.

But a block away, as night fell, the "strip" was coming alive with brilliant lights, gentlemen and ladies were going out to do the town as visitors always do when they come to Las Vegas.

Life went on as usual . . . for some . . .

Death Instantaneous For 46 Men, Women In Airliner Crash

Las Vegas — Death was violent, instant and merciful to the 46 men and women aboard United Air Lines flight 436.

What a few hours earlier a glistening airliner is now a tangled mass of wreckage strewn across the desert floor.

If the passengers knew what hit them high in the air and if they survived the col-

lision, they lived only until the giant plane smashed into the soft rock-studded sand below.

Exploded on Impact
The plane apparently crashed onto the desert, exploded on impact and skidded for about 1,100 yards. Evidence of this appeared for hundreds of yards in all directions.

The plane must have begun to disintegrate in midair, because all four engines fell several hundred feet from the central mass of wreckage.

Only a part of one wing, one of the twin-tired landing gear and a shattered piece of fuselage were still recognizable as part of a luxury airliner.

A fire which followed the crash was so intense that aluminum was melted, leaving small silver pools of metal in the desert sands.

Throughout the crash area were mute signs of the tragedy.

Shoe Laces Snapped
Here was an oil-soaked brown oxford, its shoe laces snapped by the shock of impact. Not far away was a woman's red-leather pump, snapped in half at the arch. The bodies of their wearers were somewhere in the tangled heap of wreckage.

A few yards away, unscorched and gleaming in the sun, was a brown and green match folder, which read, "welcome to Kiki, Hawaii."

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