

Shrieking Boeing 707 To Launch U.S. Into Commercial Jet Age in November

By ROBERT J. SERLING
UPI Correspondent

Washington—UPI—Sometime this November, the voice of an air traffic controller at New York's International Airport will crackle impersonally in the earphones of a pilot . . .

"Pan-Am 114, you are cleared for takeoff."

The pilot will shove four throttles forward. Four jet engines packing the equivalent power of 40 piston engines will shriek like a thousand banshees. The plane, a Boeing 707 jetliner, will move down Idlewild's longest runway.

And as she lifts her 125-

ton bulk off the ground and heads for Paris, the United States will have entered the commercial jet air age.

This is what the entry will mean to the people who will ride in, command and operate the giant jetliners:

Passengers

To the traveling public, the jet age will bring a world of incomparable speed, smoothness and comfort.

Speed that will whisk you from New York to Paris between breakfast and lunch . . . from New York to Los Angeles in about five hours . . . you will board a jetliner in New York at 9 a.m. and when you land in Los Angeles, the

clocks will say 11:15 a.m.

In the huge, luxurious, fluorescent-lighted cabins you will notice such things as:

—A complete lack of noise and vibration.

—Ceiling dome lights with color controlled to match the natural light outside the plane.

—Far less turbulence, because jetliners (1) will fly above 98 per cent of the weather and (2) will have swept-back wings designed to absorb turbulence.

—Windows spaced at 20-inch intervals to give an unobstructed view regardless of seat spacing, plus smoke-tinted shades to cut glare.

—Toilets that flush.

For safety, passengers will find:

—Oxygen masks at every seat, in case of sudden depressurization at altitudes of up to 35,000-40,000 feet.

—Triple-pane windows to make a window "blow-out" next to impossible.

—Inflatable escape slides by all four doors; a stewardess merely opens the door, pulls a bar on the ceiling and the escape hatch automatically slides through the door and inflates.

Pilots

To the men who will fly them, the jetliners bring mixed blessings.

The giant planes are inherently safer — but in some ways inherently more temperamental.

Jetliners are the strongest aircraft ever built, with wings that could carry a load of automobiles stacked as high as the Washington Monument.

Their engines are up to six times more reliable than piston-power plants because a jet engine is simpler. Fire dangers are substantially reduced because jet engines are mounted in "pods" underneath the wings, thus removing the source of fires from vital structural areas.

In most ways, the jetliners are easier to fly than conventional aircraft. Despite their tremendous bulk, they are maneuverable, stable and far less complicated. They have at least 100 fewer cockpit instruments and controls than a piston-engine transport.

But in bringing crew and passengers alike a new world of greater air safety, the jetliner also presents a host of new problems.

Big Fuel Tanks

It gulps fuel in awesome quantities—4,000 pounds an hour with the engines just idling on the ground; 12,000 pounds an hour at normal cruising speed. It is 8,000 pounds lighter 150 seconds after it leaves the runway. All of which requires fuel tanks that hold up to 23,000 gallons — enough to operate the average automobile 25 years.

The high fuel consumption will require meticulous flight planning on an order never before approached in aviation history. Planning for a typical New York-Los Angeles non-stop flight will involve eight to 10 hours of blueprinting weather, winds, speed, altitude, fuel consumption, run-way lengths, temperatures, pay-load and other traffic.

The jetliner's swept-back wings are a factor for both speed and safety. They cut wind resistance and, as noted, are less affected by turbulence. But they are designed for high-altitude operation; at low altitudes, swept-back wings create handling problems in cross-winds. The jetliners will be simpler to fly, but landing one in a cross-wind calls for a lot of flying skill.

The nation's scheduled airlines are betting \$3 billion on the jetliner.

In aviation's most expensive gamble, they have ordered more than 400 new planes at a cost of \$2.5 billion. Another half-billion will go for new ground facilities, ranging from a \$50 million electronic reservations system to a new kind of self-propelled vacuum cleaner for keeping runways clear of foreign objects (which could ruin a jet engine).

The cost of entering the jet air age is staggering.

A jetliner costs an airline \$2,500 a day just sitting on the ground—for insurance and depreciation.

A single jet engine costs a quarter of a million dollars—more than what the airlines paid for an entire plane a few years ago.

Crowded Airways Expected To Handle Jetliner Traffic Burden

Editor's note: The jet flying age brings problems of air traffic control. In this dispatch the U.S. Civil Aeronautics Administrator tells what they are and how they are being met.

By JAMES T. PYLE
Administrator of Civil Aeronautics
(Written for United Press International)

Washington—UPI—Can the Nation's crowded airways handle the additional burden of jetliner traffic?

We have a lot of experts working on the answer to that question. As of now, their answer would be a qualified "Yes."

It is qualified because for about a year, the number of jet transport planes operating will not add much of a load to our airways. By the time the jets are flying literally in flocks, we will need a better answer.

The air traffic control problem often has been described as a race between the arrival of the jet age and the means of handling that age. The jet age is now here—ahead of the means.

But that does not mean it will be dangerous to fly in jetliners until better control of airspace is available. The Federal air traffic control system merely will absorb jet air traffic in whatever volume it can be handled safely.

Much more has been done in the field of jet traffic control than the public realizes.

At the Civil Aeronautics Administration's Technical Development Center in Indianapolis, CAA researchers for some time have been developing and testing theoretical new "holding patterns"

for the high-speed plans. They are determining at what altitudes jets can be "stacked" (holding a plane at a specific altitude and course) letting it down in stages while traffic below is gradually brought in for landing. They are learning what patterns jets can fly in such situations and how they can be mingled safely with piston plane traffic.

Appetite Problem

The chief problem is the jet's fuel appetite, which gets hungrier the lower it flies. Far less of a problem is the jet's speed; the Boeing 707's approach and landing speeds are only 10 knots faster than a DC-7.

Originally, our CAA and industry planners figured that jets would have to hold at about 20,000 feet over a stacked airport, because of the fuel consumption problem at lower altitudes. But CAA tests have shown that keeping planes this high near an airport merely cuts the number of aircraft a control tower can bring down over a certain period—from a so-called normal acceptance rate of 35 an hour to only 24 an hour.

We believe it will be more economical and efficient for the jets to maintain a low-altitude holding pattern. It will mean higher fuel consumption, but we can bring them in faster and this will offset the fuel factor.

As newer and better traffic control methods come with operation, the jets will present no insurmountable problem.

Enroute, they will be protected by long range radar which will keep them safely separated from other traffic. In the future they may be assigned pre-arranged arrival times, determined by an electronic system that would digest the flight plans filed by all aircraft and assign specific landing times to the various flights. Such a system, when perfected, could eliminate virtually all "stacking."

Estimates Reduced

Earlier estimates for jet cruising altitudes have been revised. It was at first planned to cruise them between 30,000 and 40,000 feet, again because of economical fuel consumption, but flight tests show that jets fly so much faster between 20,000 and 35,000 feet that the time saved is worth the money spent. As the present top cruising altitude for piston aircraft is generally 21,000 feet, there should be no difficulty keeping the two types apart under current enroute traffic control practices.

The CAA already has established five transcontinental "super-airways" ranging from 17 to 22 thousand feet primarily for high-speed, non-stop piston engine air traffic, and has a half dozen more ready to go into operation. Similar new routes will most probably be established at higher altitudes (25 to 35 thousand feet) for jets.

It is at the lower altitudes, while approaching or leaving airports, that the jets may give air traffic controllers some gray hairs in the interim before jet-age control methods are fully developed.

At the lower altitudes jets will be mixed with piston aircraft. The jets turn more slowly because of their size and speed, which means controllers must wait longer for a jetliner to change course.

Aerial Cloverleaf

And because the jets climb and descend so much faster, they may have to be assigned "takeoff and landing corridors" to keep them from running over slower aircraft—literally an aerial cloverleaf that will allow the jets to climb and descend over conventional traffic.

So long as the jets remain in relatively few numbers, the present air control system appears adequate to handle them. Moreover, the Federal Airways Modernization Program and the many research and development projects now under way will keep us well ahead of the problem.

Russian Short-Cut Beat United States To Commercial Jets

Washington—UPI—Russia beat the United States to the commercial jet age by a full two years.

But the Reds achieved their victory with an easy short-cut: they merely modified a medium jet bomber, revamped its nose, stretched the fuselage and put in seats.

The result was the TU-104, a plane that Russia's state airline Aeroflot, has been flying all over Europe for two years. The TU-104 (Aeroflot has an estimated 40 in service) also has made three trips to the United States.

Wouldn't Be Accepted

But American aviation experts who have closely examined and flown in the TU-104 reported it would never be accepted by U.S. airlines, or even U.S. passengers.

It is under-powered, short-range and gorges fuel in such

mammoth amounts that it would bankrupt an American carrier. Swiss Airline officials who inspected the TU-104, with a view to buying a few, said even if the Russians gave the plane away free, no private airline could afford to operate it.

The TU-104 also lands at 150 miles an hour, too fast for American safety standards. Its brakes also are reported to be inadequate, causing several TU-104's to overshoot runways. Its pressurization system is weak; fountain pen leakage is common.

No Western expert has been able to judge the Russian jetliner's safety record. Aeroflot crashes are seldom reported unless foreigners are involved.

Britain Beat Everyone

Britain actually beat everyone to the jetliner age, starting Comet service in 1952. But the Comets were grounded following several crashes, and Russia introduced jet service in 1956 while most American manufacturers were still in the blueprint stage.

Russia has several turbo-jet and turbo-prop airliners in the testing stage. These are real transports, not modified bombers. And with Aeroflot threatening serious competition in world commercial aviation, experts agree the United States is launching its own jet age none too soon.

Bill Jess Speaks At Noon Meeting

The Rogue river in the course of an average year bears five per cent of the total water carried in all the rivers and streams of California. Bill Jess told The Jackson County Chamber of Commerce weekly roundtable yesterday.

Jess, president of the Rogue Basin Flood Control and Water Resources association and chairman of the Jackson County Water Resources commission, compared flood control and development of the Rogue resources with progress in California.

He also told the approximately 20 people attending the luncheon at the Jackson hotel of alternative plans being considered by the Army Corps of Engineers and the bureau of reclamation.

Jess asked those interested in the Engineers' plans to become well-informed of the facts and be ready to express opinions one way or another at the public hearing scheduled for sometime in the next 60 days.

Edith Green Named As 'Woman of Year'

Washington—UPI—Rep. Edith Green (D-Ore.) has been presented the "woman of the year" award for 1958 by the Armvets auxiliary.

The award, voted by the auxiliary at its recent St. Louis convention, was in recognition of Mrs. Green's efforts during two terms in Congress to promote school construction and solve the problem of juvenile delinquency.

The presentation was made by Mrs. June Abenshein, retiring auxiliary president.

Private Auction Set by Collector

Ashland—A unique private auction of a number of antique articles—ranging from a Lincoln autograph to an old hand-operated milkshake mixer—will be held Sunday by C. M. Bailey at his home at 440 Chestnut st., Ashland.

Bailey said the collection of objects and memorabilia has been assembled as a hobby over a period of 15 years from throughout southern Oregon and northern California.

Other items in the collection include a number of pieces of early-day glass, porcelain, pottery and bottles; an old Oregon map which showed stage roads, cemeteries and blacksmith shops; along with a slave mortgage, some English newspapers dating from 1871, varied autographs, and other items.

KEPT HIS WORD

Des Moines, Iowa—UPI—A stickup man who took \$20 from grocer Frank Comito back in 1936 left with the promise, "You'll get your money back." Monday Comito received \$10 bills in the mail, along with a note that said: "This is yours. I took it from your grocery store back in the thirties. Forgive me."

They'll Do It Every Time



'Lunatic Fringe' Gives Progressive Education Bad Name

By PATRICIA McCORMACK
UPI Correspondent

New York—UPI—It's the "lunatic fringe" in education that has given progressive education a bad name with some Americans, in the opinion of youthful Prof. Lawrence A. Cremin of Columbia University.

Cremin, head of the department of social and philosophical foundations at Columbia Teachers college, has spent the past year studying the history of the progressive movement in education.

He expressed his views at a meeting of the Associated Public School Systems, a national organization representing about 2,500 public schools in 40 states.

Whether parents know it or not, he said, the best of progressive education has been incorporated into the mainstream of modern education in this country.

It was the "lunatic fringe" that Cremin blamed for the finger-pointing, sand-pile studies and other assorted trade-marks of progressive education.

Off the Track

When such diversions become more important than the

three R's progressive education is off the track, according to Cremin.

He said progressive education, as such, really began back in the 1870's as a reform movement and at a time when there was a real need to upset the notion that school children are just so many wastebaskets into which teachers toss scraps of information.

To counter this, the progressive education movement pushed the idea of educating the whole child, helping his personality to develop at its own level. And in some quarters, this led to sand-pile study as a graded subject on the report card.

Extremists, according to Cremin, have given pundits plenty of ammunition and, this, he said is probably why the term "progressive education" has a bad connotation in many persons' minds.

Mostly Quite Sound

A cartoonist recently pictured progressive education by showing a little girl very

dismayed, asking her teacher: "Miss Jones, do we have to do what we want to do today?"

This, said Cremin, is the wrong way to picture progressive education, which most of the time is quite sound. He said the incorporation of industrial arts into school programs probably is the best example of the "good" part of progressive education.

He noted that during his study of the progressive movement he had occasion to attend meetings of the Madison, Wis., school board. At one meeting, he said, parents warned the school board that they didn't want any part of progressive education in their schools.

Five minutes later, he said, the same parents were presenting arguments in support of a driver's education program in their schools.

Prof. Cremin said "they don't realize that driver education is a part of progressive education."

Freak Accident Fatal to Girl

Portland—UPI—Multnomah county detectives said Monday a 12-year-old girl whose body was found late Sunday with her head in a noose in a barn on her parent's property apparently was the victim of a freak accident.

The girl, Darlene Helen Sheriff, was dead on arrival at Providence hospital. She was the daughter of Mr. and Mrs. Arthur Morris Sheriff. Cause of death was not determined immediately, the coroner's office said.

The rope with a noose in it was hanging from a rafter. Detective George Tennant said Darlene was playing with her sister, Colleen, 7, and two other children. The children told Tennant they chased Darlene into the barn and locked the door. They peered through a window and saw the girl "almost on her knees," and thought she was pretending to be asleep. Her head was through the noose, which was hanging about three feet from the ground.

They entered the barn, could not arouse her and notified the father who called an ambulance and police.

\$100 OFF on each gallon!

On these fabulous

Treasure Tones

Exterior HOUSE and TRIM PAINT

Sunfast Colors to Beautify and

Matched to Western Living—Immune to Western weather! Modern colors! Years of wear!

LIMITED TIME ONLY

S&H GREEN STAMPS

MEDFORD PAINT & WALLPAPER STORE

6th & Holly • Ph. SP 2-9321

IT LEAVES YOU BREATHLESS!

GET ON THE VODKA WAGON WITH

Smirnoff VODKA the greatest name in

80 & 100 Proof. Distilled from grain. Ste. Pierre Smirnoff Fla. (Div. of Heublein), Hartford, Conn.

Selling Spree Continues During the

SURPRISE PARTY

at **SAFEWAY!**

Wonderful with Safeway Corned Beef! Or slice some for slaw!

Cabbage

Crisp as a finger-snap . . . leaves curled fragrant and tight around a heart rich with flavor. Every head is a top pick . . . chosen by Safeway's own buyers. Here is cool, Crisp Cabbage at its best . . . Safeway quality, that is!

5¢ lb.

Kleenex Tissue Strong facial tissues—white, yellow, or pink. 4 pkgs. of 400 \$1.00

Perfect with cabbage . . . Safeway's

Boneless Brisket

CORNED BEEF

Corned beef and cabbage is always a favorite at the dinner table, especially when the fine meat is "U.S. Choice" boneless beef brisket carefully prepared for peak tenderness and flavor.

69¢ lb.

SAFEWAY

Prices in this advertisement are effective through Wednesday, September 17.

OBEDIENCE CLASSES

HAVE YOU A DOG!

His obedience reflects your training or neglect. Bring your dog to the Phoenix Community Hall, THURSDAY, SEPTEMBER 18 at 7:00 P.M. and enter the training classes with the SOUTHERN OREGON KENNEL CLUB. All you need is a dog, a choke chain, six foot leather leash, and a willingness to work with your dog. Your dog must have had his shots.

CALL SP 2-9333 KE 5-2243