



TURNED DOWN—Hugh McClure, 16, of Norfolk, Va., emerges from a conference with Governor J. Lindsay Almond in which Hugh asked to be allowed to transfer from an integration-closed white school to an open Negro school. Almond turned him down.



VOODOO KILLER?—Mrs. Annette Lyles, 32, is escorted from courtroom in Macon, Ga., where she is on trial for the arsenic poisoning murder of her 9-year-old daughter. The buxom, socially prominent widow, an alleged voodoo fancier, is also charged with the murder of two husbands and a mother-in-law.

Elaborate Program Set Up To Acquaint Pilots With Hypoxia

By JAMES C. WEBSTER
UPI Correspondent
Salina, Kansas—What happens to a jet pilot when his oxygen fails at 40,000 feet?

His fingernails turn blue, he loses his ability to concentrate and then his coordination. Then he lapses into unconsciousness.

These things happened to me when my oxygen "failed" during a simulated flight in a chamber at Schilling Air Force Base near here.

A pilot cut off from his oxygen supply suffers what is called hypoxia, a shortage of oxygen in the cells of body tissue.

Hypoxia is often listed as a possible cause of crashes that are extremely costly to the Air Force—both in lives and in money. For this reason an elaborate program has been set up to acquaint Strategic Air Command pilots and crewmen with its symptoms.

Schilling's Ninth Physiological Training Flight, commanded by Capt. Milton Bell of Worcester, Mass., takes airmen through a two-day course in the problems of altitude flight—including a simulated trip to 43,000 feet.

Bell and Staff Sgt. Jack Merwin of Kansas City, Mo., equip the class with oxygen masks, pack the 15 students into an altitude chamber and pump out most of the air.

Unhooks Hose
Within half an hour, the ground level chamber might as well be 43,000 feet in the air.

At 40,000 feet, a crewman unhooks the hose from the oxygen mask of a "volunteer," namely me.

The outstretched hands of the guinea pig (me) followed the first few of Merwin's commands to climb, descent level off, bank right or left.

My hands stopped obeying after about nine commands. Maj. D. H. Lewis of Bellevue, Neb., another student in the chamber, said a quiver came over my arms and they began to droop. I didn't remember.

The oxygen was restored within a few seconds and once again Merwin's commands were being obeyed.

What did I remember? Only a tingling sensation through the hands, a chill and a dimming of the eyes. It had taken only 24 seconds to lose consciousness.

Meanwhile, several of those in the class were undergoing rapid decompression. Pressure at an elevation of 8,000 feet was simulated in a small cabin

while an adjoining space "climbed" to 22,000 feet. The small cabin suddenly lost its pressure—as if the canopy had suddenly been ripped from a jet fighter cockpit. The program is a "must" for all SAC crewmen and pilots. They have to take it every three years to keep up their efficiency.

But hypoxia isn't the only thing that can sneak up on a flyer at a medium or high altitude.

A pilot or crewman "pressure breathing" at 40,000 feet or above regulates his own rate of respiration. When he breathes too fast, he can reduce the amount of carbon dioxide in his lungs and lapse into un-

consciousness.

The expansion of body gases can cause severe pain, and rapid compression can cause nitrogen to bubble in the bloodstream, lodge in the joints and inflict a bad case of the "bends."

Fluctuations in pressure can bring about painful sinus or ear blocks.

Disturbances to the central nervous system are possible.

Bell's unit also teaches how to check and operate oxygen equipment, how to bail out of a moving jet, how to give

first aid and how to withstand terrific gravitational pull in severe turns of accelerations.

Fliers encounter many other problems in flight. Bell and his crew are kept acquainted with various methods for reckoning with them.

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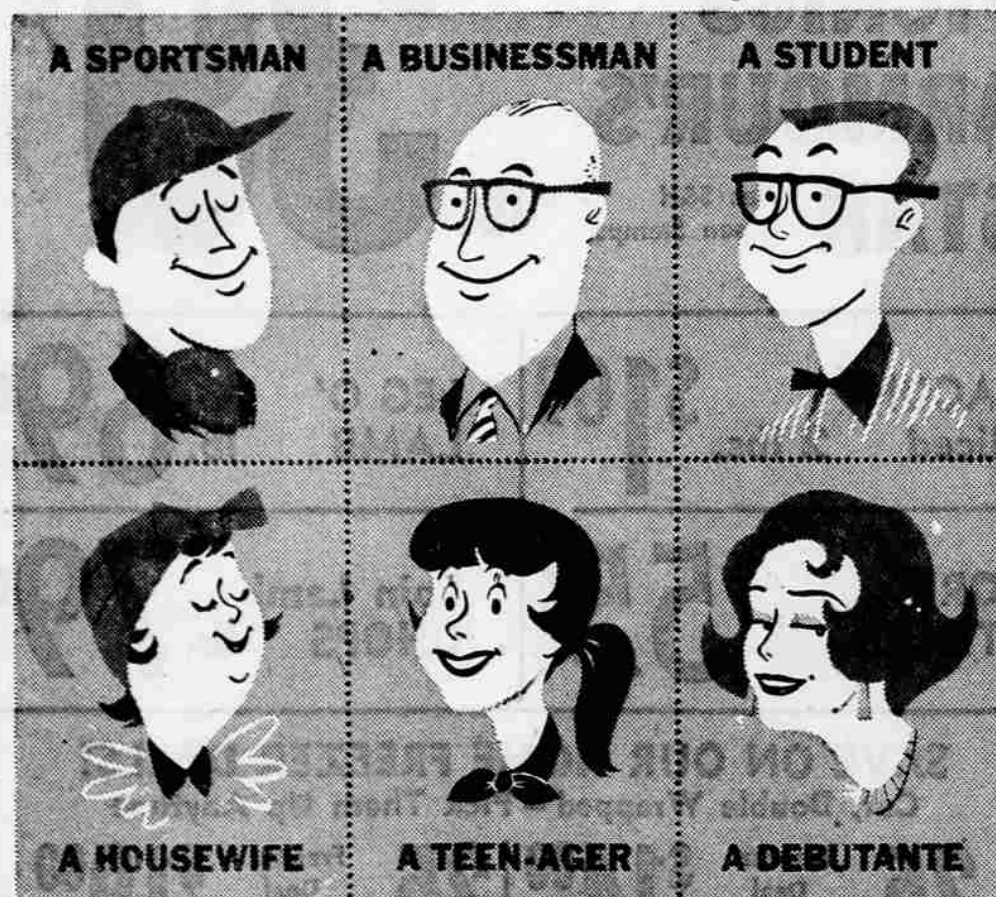
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