

Nation's Airlines Leave One Foot Behind at Start of Jet Age

Washington—UPI—The nation's airlines stepped over the threshold of the jet age in 1958—but left one foot dragging behind in a morass of labor and economic problems.

Pan-American World Airways inaugurated daily trans-Atlantic jetliner flights in October. National Airlines, using PAA Boeing 707's in an interchange deal, started New York-Miami jet service in December. American Airlines readied crews and planes for the first coast-to-coast jet service next month.

The happy howls of the jetliners contrasted sharply with the sour situation on the ground. Capital, Eastern and Transworld Airlines were hit by crippling strikes. Pan-Am was forced to use supervisory pilots on its push jet runs across the Atlantic because it was still trying to reach agreement with its regular crews over the industry's most ticklish controversy: should the third man in the cockpit be a specialized flight engineer or a trained pilot?

This "third man theme" was plaguing most of the major scheduled carriers as they entered or prepared to enter the jet age. Capital and TWA were struck by their mechanics, but Eastern had a double-barrelled walkout—by its flight engineers as well as mechanics.

The pilots claim the third crew member must have pilot training for safety reasons—that jet engines are too simple to require specialized engineers and, conversely, that jets are too fast to do without a third pilot.

The engineers claim that the pilots' union merely wanted to take over the engineers' union by removing flight engineers from jetliner cockpits.

Only a handful of carriers had solved the thorny dispute by years' end—notably United, which for more than a year has been training engineers to become pilots. That solution is not as simple as it sounds, because on many airlines, engineers do not want to become pilots; it would mean giving up the seniority gained on their engineering

jobs and having to join the pilots' union.

If labor troubles were not enough, the airlines also had red ink blotching up their deep blue skies.

Overall traffic showed a slight drop in 1958, due mainly to the recession. The small local service lines carried six per cent more passengers during the year and international traffic was up three per cent. But the domestic trunk lines dipped one-half of one per cent in '58. Estimated to

during the year granted the carriers a small fare increase, but the CAB's decision on the industry's request for a general fare boost of six per cent was still pending.

Safetywise, the airlines closed the year with one of their finest records. U.S. international carriers entered December with a perfect record, while domestic lines will wind up with a mark comparable to their best previous years.

On the government front, Congress made the big news of the aviation year by the biggest overhaul of govern-

ment air authority in 20 years. It created a new Federal Aviation Agency (FAA), which absorbed the Civil Aeronautics Administration from the Commerce department, took over the President's Airways Modernization board and stripped the CAB of all but its economic and accident investigation powers.

The new head of FAA was retired Air Force Gen. Elwood R. Quesada, who literally became a czar over the

entire field of commercial aviation. FAA's major task: to design a new system of air traffic control for the jet age.

The armed forces contributed their own share of aviation news during 1958. The Air Force unveiled the world's fastest interceptor, Convair's F-106 Delta Dart capable of doing 1,300 mph and climbing to 50,000 feet in a few minutes. Two KC-135 jet tankers set a trans-Atlantic

speed record of five hours and 27 minutes. The Strategic Air Command got the first of its new B-52 models, a 650-mph version of the B-52 that carries nuclear-tipped rockets which can be fired at targets hundreds of miles away so the bomber itself is never exposed to enemy interception.

But progress was not without penalty. Two military jets were involved in fatal collisions with airliners, causing the armed forces to tighten training flight rules. And Capt. Ivan Kincheloe, one of the nation's finest test pilots, was killed in a crash.

The Justice Department at

year's end was fielding more than 50 suits filed by property owners objecting to noisy military jets. How many more would be filed by people living near civil airports about to be served by giant commercial jets was anyone's

guess, but one thing was clear as 1958 drew to a close: The jet age was no longer around the corner. It had arrived.

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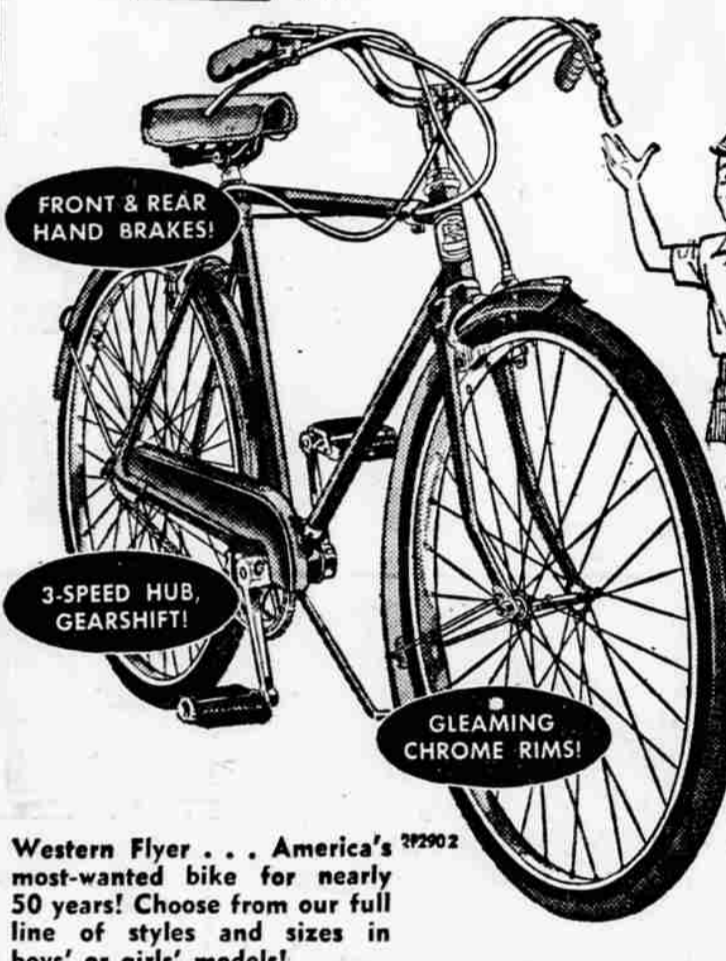
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Sams Valley Sets Christmas Event

Sams Valley—The Sams Valley school will present its annual Christmas program Friday evening, Dec. 19. Mrs. Ruth Brewster, the school's music instructor, said the prelude music will begin at 7:45 p.m.

The first number of the program will be a play "The Best Gift of All," presented by pupils of the fifth and sixth grades, directed by John Dean.

This will be followed by a tableau, "Living Christmas Cards" with students of the first four grades participating and directed by Mrs. Mildred Mack and Mrs. Susan Ambrose.

"Shelter for the Night," a play with a cast of seventh and eighth grade pupils, will conclude the program, Principal of this play.

The principal and all members of the school's faculty invite parents and friends to attend the special Christmas program.

Reservoir To Be Scanned for Family

Portland—UPI—Plans to check the shores of the North Fork dam reservoir for the missing Ken Martin family of Portland were announced on Wednesday by Clackamas County Sheriff Joe Shobe.

Shobe said skin divers with mine detectors or sensitive loud speakers would be used to search for the car.

The Martins and their three daughters have been missing since Dec. 7 when they told friends they were going to get a Christmas tree.

Since then an extensive search has been conducted in the Larch mountain and Loop highway area.

Reward money of \$600 has been offered for information leading to the discovery of the Martin family.

DON'T WE ALL
Paris—UPI—A European statesman attending the Paris conference said he asked U. S. Secretary of State John Foster Dulles how he feels. "Very tired by evening," he quoted Dulles as replying. Then Dulles added with a grin, "don't worry. I have felt that way in the evening for the past 20 years."

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