

# Writer Tells of Experience in Voodoo at 900 Miles Per Hour

Editor's note: (What is it like to fly in one of Uncle Sam's super-sonic planes? The following dispatch by a correspondent who had never been aloft in anything faster than a propeller-driven C-4 describes a ride in one of the Air Force's newest planes.)

**By ED COWAN**  
UPI Correspondent  
Andrews Air Force Base, Md. (UPI)—Our Voodoo jet interceptor was still rolling along the ground when Capt. Richard A. Jones cut in the afterburners—first one, then the other.

The Voodoo shot forward, pushing my crash helmet back against the padded headrest. We hovered just a few feet above the ground, then suddenly it was falling away.

"How high are we?" I asked Jones through the intercom mike, which is built into the oxygen mask and is on all the time.

"Three thousand feet," he said. "We'll hold this climb until we get up top."

I looked out through the canopy at the green and brown patched Maryland countryside. I could see the ground only on the side we were banked toward.

Pushed Against Seat  
We were climbing at several hundred miles an hour. That speed and the plane's steep angle of climb pushes you against the back of the seat and it's not easy to lean forward.

It was like riding an express elevator. I swallowed hard several times to help unplug my ears and thought the oxygen tasted stale. I wondered if it would stop flowing through the rubber hose fitted to my face mask.

"How high are we now?" I asked Jones. It would be another several minutes before I could stop watching the ground and sky and bother to study the air-speed indicator.

"18,000 feet," Jones said. I shouldn't have been so surprised. After all, an interceptor has to climb fast to do its job—find and destroy enemy aircraft.

Made by the McDonnell Aircraft Corp. of St. Louis, the Voodoo is the Air Defense Command's newest all-weather fighter-interceptor. Its top speed is secret. It can deliver

a missile packing an atomic war head, which means it might knock down several enemy planes with a single shot.

Jones levelled off the Voodoo at about 22,000 feet. We had been in the air less than two minutes.

With the throttle set at 500 miles an hour, we "cruised" eastward across Chesapeake Bay and the Maryland peninsula toward the Atlantic Ocean. Behind us were the gleaming white spires of the Washington Monument and the Capitol dome.

We swept across the peninsula in a few minutes. As we

crossed the ocean coastline, Jones cut in the afterburners again. The plane lurched forward, accelerated and flashed through the "sound barrier."

I heard nothing. Perhaps they heard a bang on the fishing boat beneath us.

I could feel the plane accelerating. But the only thing that told me we were actually flying faster than sound was the airspeed indicator slipping past the "mach 1" line.

At 22,000 feet and 900 miles per hour, the F-101B twin-jet Voodoo rides without a ripple. And it was smoother and cooler inside the cockpit

than during the climb out. On the horizon—where the ocean appears to meet the sky—there seemed to be a wide, uneven blackish streak—as if someone had smeared it on with a brush dipped in water color paint. The streak, an optical effect, gets thicker the higher you are, Jones explained.

In a way, riding that jet at 13 miles a minute was something like steady cruising in a car at 60 miles per hour on a super-highway. After a while you don't feel much until you slow down or speed up.

When you're 4½ miles above the ground your sense of motion is slight because nothing is whizzing by. I reminded myself that the distance from Andrews which our Voodoo covered in 15 minutes takes three hours by car.

**Veteran War Pilot**  
Jones is a 37-year-old veteran who flew fighter planes over Italy, France and Germany during World War II. A family man from Madison, Wis., he has more time in the Voodoo than any other Air Force pilot. He racked it up the hard way—test-flying it.

Cutting a wide-lazy arc over the Atlantic, Jones slowed the Voodoo to subsonic speed and pointed her nose back toward Andrews. He dropped her down fast to about 3,000 feet. It got hot in the cockpit and for the first time I felt uncomfortable.

We touched down at a good 150 miles per hour. Jones popped the drag chute from the tail to slow the plane down. Bumping along the runway and taxiway was the roughest part of the ride.

## School Boards Have Discretion

Salem (UPI)—Oregon's rural school district boards have a large degree of discretion in determining what is a "distressed district" needing special relief funds, according to Attorney General Robert Y. Thornton.

Thornton said the courts rarely interfere with the exercise of discretionary power by school boards.

The opinion was requested by District Attorney Warren H. Albright of Jefferson county in regards to School District No. 4 which encompasses 300 square miles in a "somewhat inaccessible" area.

Thornton said the law gives the rural school district board the authority to declare a school district a distressed district by stating a resolution recorded in the board's minutes that the district meets the minimum qualifications specified in the statutes.

Isolation of the school and transportation problems are included in the evaluation.

**TIMES-A-WASTIN'**  
Harrisburg, Ill. (UPI)—The Henry Ammon family near Tarrsburg wondered why a pilot was "buzzing" their house in his plane. After rushing outside, they found out why. The roof of the house was on fire.

Burlington, Vt. (UPI)—The Internal Revenue Bureau said 13 Vermonters purchased \$50 Federal wagering tax stamps during the 1957-58 fiscal year to set a state record. Twelve of the 13 men had been convicted of a baseball World Series lottery.

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### Lining in Boy's Head Said Torn By Father's Blow

Corvallis (UPI)—Dr. David C. England, 37-year-old assistant professor at Oregon State college, Wednesday heard himself accused of striking his adopted son so hard that the blow tore the lining loose in the boy's head.

The trial of Dr. England on a charge of involuntary manslaughter in connection with the death of 12-year-old Charles Edwin England, was launched before a Benton county circuit court jury of nine men and three women, all but two of whom are par-

ents themselves. District Attorney John B. Fenner, in his opening statement to the jury, said he would introduce evidence that would show Dr. England struck the boy with such force on the left side of the face that the jaw was bruised from the chin to the ear.

He said the evidence would show that the blow tore the lining loose around the brain, and bleeding inside the skull built up pressure against the brain that cut off the vital functions of the body.

Mark Wetherford, defense attorney, said he would show that the death was accidental and that the bleeding in the boy's head could have started as much as a year earlier.

He said he would introduce evidence to show that the boy was an "A" student in the spring of 1958, but that in the fall, he had become uncooperative and failed in his classes.

The boy died last Feb. 5, the day following the alleged blow by the father.

### Shady Cove Youth Named to Honorary

Corvallis—Kenneth G. Hadley of Shady Cove has been selected for membership in the national chemistry honorary, Phi Lambda Upsilon, at Oregon State college.

Selection is based on high scholarship and promise of professional achievement.

Hadley was enrolled in the graduate school last year. He is the son of Mr. and Mrs. Gordon Hadley.

The University of Alaska near Fairbanks is the only institution of higher learning in Alaska.

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