

Steel Contract Talks Resumed

New York — UPI — Steel contract negotiators meet again today in an attempt to break the deadlock in the 64-day-old nation-wide steel strike.

Negotiators representing 12 major steel producers and the United Steelworkers union met for two hours Tuesday, but there was no indication that they made progress toward settlement of the strike.

About 3,000 members of the USW went on strike at four Worthington Corp. plants in New Jersey Tuesday as the result of deadlocked contract talks. The plants at Harrison, Plainfield, East Orange and Newark have individual contracts with the union.

The union continued its negotiations here with the American Can and Continental Can companies for a new contract to replace one that will expire Sept. 30. The talks affect 50,000 employees of the companies.

Torrington, Conn. — UPI — It came as no surprise that Robert Murphy is studying pharmacy at the University of Connecticut. All six other members of his family are registered pharmacists.

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Space Pioneer Says More Money Needed for Work

Huntsville, Ala. — UPI — Dr. Werner Von Braun, German-born space pioneer, said Tuesday Russia is far ahead of the United States in space projects "and there is no amount of money which can buy back lost time."

"I am convinced that if Russia stops immediately we could catch them in one, two or three years," Von Braun told a news conference. "We have the brains, the resources, the capability, but we are hampered by continuous evaluations, justifications, rejustifications instead of progressing in our development in space projects."

Von Braun, director of development for the Army Ballistic Missile Center at Redstone Arsenal here, blamed red tape, lack of funds, and complacency for the U. S. lag.

He said he believes this country may be on a par with Russia in development of military missiles, particularly the intercontinental ballistic missile. But he said he has been "alarmed all along" about Russian progress in space projects and was not surprised when the Soviets hit the moon with their lunar rocket.

He said the Saturn rocket, with eight times the thrust of the Jupiter or Thor, could deliver a 25-ton payload to the moon but the first Saturn shot may be three years away.

More Money Needed
"It is definitely possible that Russia will have ad-

vanced beyond the Saturn capabilities by the time we are ready," he said. "At the present time we do not have the carrier payload capability."

He said that the Russians' Sputnik III carried "all the instrumentation that we have sent up in all of the International Geophysical year projects — that means all the Jupiters and other rockets that we have sent — they got into just one rocket."

"If I had my say Washington definitely could spend more money."

Thornton Rules on Payments by Fund

Salem — UPI — Victims of traffic accidents who are wards of juvenile courts or persons receiving public welfare assistance may qualify as "indigent patients" and have charges for their care or claims against them paid out of the motor vehicle accident fund.

This was the opinion of Attorney General Robert Y. Thornton today. It was requested by the State Industrial Accident Commission.

Thornton said the legislature intended to make the fund liable for payment of claims in all cases where the injured person or those persons legally responsible for his care could not be compelled to pay a judgment in a suit brought against them.

The fund was created to pay claims and benefits allowed by the commission.



PUTTING FORCES in Philippines on combat alert, United States is set to send help to Laos on moment's notice. Naval forces at Sangley Point and Subic Bay and Air Force at Clark Field, near Manila are involved.

United Air Lines Plans Well-Trained Jet Plane Crews

Denver — UPI — United Air Lines, eight months behind its competition in offering transcontinental jet service, has spent 10 million dollars to make sure it gets its Douglas DC-8's off the ground smoothly this month.

The money went into what UAL flight director Jay C. Brown calls the most exhaustive training program in the history of commercial aviation.

"We will put the best-trained crews into the DC-8 that this business has ever known," he said. "We are spending \$10,000 a man to qualify DC-8 crews."

American Airlines has been flying from the West Coast to New York in Boeing 707 jets since December, and TWA put the 707 in transcontinental service in February.

United elected to wait for the DC-8, and did not get delivery on planes for commercial runs until this month. It received its first DC-8 in June, to begin flight training, and now has three of them.

Seniority Basis
UAL's 2,000 flight crewmen were allowed to choose jet training on the basis of seniority. Few passed up the chance. And in training the first 18 three-man crews, Brown has washed out only one man — and he can have another shot at the complicated business of converting from propeller to jet planes later, if he wants it.

United will carry 113 passengers in its first San Francisco-New York DC-8's, at about 550 miles an hour. Three men will fly each of the giant ships, but it will take four stewardesses to serve the passengers.

Flight training for the DC-8 begins at a ground school in Denver. A crew is composed of a pilot-navigator; a co-pilot-radio man, and an engineer who keeps tabs on more dials and gauges than you could locate and count in the cockpit in half an hour.

Qualify as Pilots
All crew members qualify as pilots — and for higher pay. In ground school classrooms they study every component and system in the DC-8. They are told that the DC-8 is a better plane than they have ever flown, a plane which Brown maintains has "not one bad characteristic."

"They don't believe us when we brag on this plane," Brown said. "They doubt me

when I say it is the finest plane I have ever flown."

After ground school, the crews spend 20 hours in a simulator built by Link for UAL, at a cost of one million dollars. It is the most comprehensive simulator in existence, precisely duplicating in the cockpit the feel of the controls, movement of the plane, and the appearance of a runway-landing or taking off.

"The simulator is 25 per cent as expensive as actual flight training (it doesn't burn fuel) and is 100 per cent more efficient in terms of controlling the training process," Brown said. "They learn much more in the simulator than in the air."

The DC-8 is a "book" plane. It must be flown precisely according to recommended procedures. Control of speed, in every case of flying, is the key lesson to be learned by the pilots.

"We show them how much runway they leave behind them when they come in even 10 knots too fast, and what happens if they are just 10 knots too slow," Brown said. "This is precision flying, and this is the way our training is set up. It is so standardized that we can take trained men from San Francisco, Denver and New York who have never seen one another — and they can fly together immediately with absolute team work."

When the crews mount the DC-8 itself, they find the contact jolt on landing almost exactly what they felt in the simulator. They fly the aircraft 13 and one-half hours each, and are then qualified.

Crew To Be Checked
But when UAL puts the DC-8 in commercial service, each crew will be accompanied by a minimum of 25 hours by a thoroughly experienced check pilot — or for as much longer as he thinks is necessary.

The DC-8 cost five million dollars without spare parts. United expects delivery on 40 within a year and plans to have 18 medium-range Boeing 720 jets in service, also within 18 months.

"It has cost us 10 million dollars in flight crew and ground crew training to get the DC-8 in the air," Brown said. "We'll spend another seven and a half million dollars in the next year to train the personnel to man all 58 planes."

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