

Weaknesses Disclosed in Worst Air Tragedy Declared Not Unsolvable

Washington (UPI)—The nation's worst air tragedy exposed serious but not unsolvable weaknesses in the Federal Government's air traffic control system.

That is the carefully considered opinion of air safety experts interviewed after conclusion of Civil Aeronautics Board hearings on the Dec. 16 collision of a United DC8 and a TWA Constellation over New York City.

All these experts emphasized one point: despite the tragedy and the faults it exposed, the air traffic control system has been vastly improved in recent years and is not hopelessly inadequate and outmoded as some critics charged after the collision.

"Any system that can handle more than 20,000 instrument flights every 24 hours isn't one that warrants scare stories about how bad it is," one official said. "Obviously it's not perfect, as the collision and continued near miss reports demonstrate. But it's only fair to weigh that one collision against the several million flights the system guided safely last year."

What are the weaknesses? The experts list them thus:

Obsolete Radar
The Federal Aviation Agency has and is spending millions on radar surveillance equipment, widely regarded as the chief tool for controlling fast-moving air traffic. Yet the New York collision starkly demonstrated radar's inadequacies. Present radar is two-dimensional. It depicts speed and direction but not altitude. Without that third dimension—altitude—it is impossible for controllers to judge whether planes are on collision course or merely heading in the same direction at different altitudes. And the FAA itself concedes that perfection of three-dimensional radar may be several years away.

Radio Navigation Equipment
The basic, most vital navigation instrument used by pilots is the VOR receiver (very high frequency OMNI directional radio). VOR picks up signals from a ground installation transmitting in a 360-degree arc, like the spokes emanating from the hub of a wheel. When a pilot sets his VOR receiver to a certain frequency, he literally tunes in on one of those "spokes" and knows he is heading in the direction of the ground signal.

Much has been made of the fact that the United jet involved in the Dec. 16 accident had one of its two VOR's out of order. Some aviation people, particularly pilots, feel this factor played little or no role in the collision. Many older-type airliners have been operating for years with only one VOR. Federal law, for that matter does not require two.

Subject To Dangerous Errors
What does bother many experts is the fact that both airborne and ground (VOR) installations are subject to admittedly rare but potentially dangerous errors. Some ground stations are monitored by automatic warning devices which sound an alarm when a transmitter is sending an erroneous signal. Likewise, the airborne components of the VOR system are equipped with error-warning devices. Unfortunately, there is considerable evidence that the warning devices do not always work.

The CAB heard reliable testimony that the VOR ground signal which was guiding the United plane apparently was malfunctioning intermittently. Some pilots were reporting it out of which while others found it working perfectly. This raises the key question: what kind of backstop is available when this vital navigation system fails?

The answer is radar surveillance. Yet such surveillance, handicapped by the inadequacies of present radar itself, appears to have broken down in the New York collision. The hearing revealed that pilots assume they are getting more surveillance than they actually are. The most puzzling aspect of Dec. 16 was why radar didn't spot the United jet off course when there was sufficient time for a warning. At the very moment radar surveillance ended for the jet, the plane already was about 11 miles from where its pilot thought he was.

There is a further and more reliable "back-stop"—a device known as distance measuring equipment (DME) which tells a pilot at a glance exactly how far he is from radio check points. The FAA may make DME installations mandatory as a result of the New York collision.

Holding Patterns
A holding pattern is a radio-guided, circular course followed by planes awaiting landing clearances. Normally, they are as safe as walking around in your own living room. But the Dec. 16 accident revealed the unpleasant fact that some holding patterns are poorly planned.

The idleness pattern which was supposed to be used by the United jet is aimed like a cannon squarely at nearby LaGuardia. Any plane entering the pattern is heading for LaGuardia until it begins its circular course; the jet went straight ahead and a few seconds later supplied a grim lesson—if an airport terminal area has more than one holding pattern, it is asking for trouble when the patterns are too close to each other.

The New York area is not the only one in this respect. There is another major U.S. airport with a buffer zone of only three miles separating its two holding patterns. Federal regulations permit an error of not more than three degrees in airborne VOR receivers and not more than four degrees in the ground VOR signal. If both air and ground signals were subject to this allowable maximum error, a plane in one of these holding patterns could be as much as seven miles off course—or four miles into the wrong pattern. There has been some pilot pressure to eliminate the use of VOR intersections as part of holding patterns.

Terminal vs. En Route Controls
There is little doubt that vast improvements have been made in the air traffic control system since two airliners collided over the Grand Canyon in 1956.

But there also is little doubt that most of these improvements have been directed toward safe en route separation of planes on the airways themselves. The bottleneck and weaknesses of ATC are glaringly exposed.

What happened over New York Dec. 16 offered grim evidence of such a bottleneck. The CAB will take weeks and perhaps months to determine what caused the collision. But it already is evident that there probably was no single cause—merely a culmination of human and mechanical errors made inevitably by the terminal bottleneck that puts enormous strains on both the men in the cockpit and those on the ground.

Over-the-Counter Western Stocks
The following bid and asked quotations, from the National Association of Securities Dealers, Inc., do not represent actual transactions. They are a guide to the range within which these securities could have been sold (indicated by the "bid") or bought (indicated by the "asked") at the time of compilation.

Common Stocks

Bank of America Bid 50 1/2, Asked 51 1/2
Bank of California Bid 24 1/2, Asked 25 1/2
Bank of the West Bid 24 1/2, Asked 25 1/2
Bank of Oregon Bid 24 1/2, Asked 25 1/2
Bank of Portland Bid 24 1/2, Asked 25 1/2
Bank of Salem Bid 24 1/2, Asked 25 1/2
Bank of Astoria Bid 24 1/2, Asked 25 1/2
Bank of Medford Bid 24 1/2, Asked 25 1/2
Bank of Seaside Bid 24 1/2, Asked 25 1/2
Bank of Cannon Beach Bid 24 1/2, Asked 25 1/2
Bank of Clatsop Bid 24 1/2, Asked 25 1/2
Bank of Tillamook Bid 24 1/2, Asked 25 1/2
Bank of Multnomah Bid 24 1/2, Asked 25 1/2
Bank of Washington Bid 24 1/2, Asked 25 1/2
Bank of Clatsop Bid 24 1/2, Asked 25 1/2
Bank of Tillamook Bid 24 1/2, Asked 25 1/2
Bank of Multnomah Bid 24 1/2, Asked 25 1/2
Bank of Washington Bid 24 1/2, Asked 25 1/2

Obituaries

MRS. MEDA WILSON

Private funeral services for Mrs. Meda Wilson, 87, of 119 North Central ave., Medford, who died Monday, will be held this evening at the Chapel in the Trees Mortuary, Siskiyou Memorial park. The Rev. Frederick R. Evans of the First Christian church of Medford will officiate. Committal will be Wednesday at Siskiyou Crematory.

Mrs. Wilson was born Jan. 7, 1874, in Grayson, Ky. On Dec. 31, 1893, in Newport, Mo., she was married to James L. Wilson, who preceded her in death in January, 1927. She had lived in this community for 32 years at the home of her daughter, Mrs. Monta Davis, who survives. She was a member of the First Christian church.

Other survivors include two sons, Roy C. Wilson, Millbank, S.D., and Mr. A. C. Wilson, Richmond, Calif.; a daughter, Mrs. Verna Elliott, Medford; one sister, Mrs. Pat McLoughlin, Miami, Okla.; seven grandchildren and 10 great grandchildren.

The family suggests that donations be made to the American Cancer Society. Siskiyou Funeral Service, directors of Chapel in the Trees Mortuary, is in charge of arrangements.

JAMES L. RAY

James LeRoy Ray, 60, of Portland, who had been a resident of Medford for the past 11 months as an installation contractor at the Rogue Valley Manor, died in a local hospital Sunday.

Funeral services will be held Thursday afternoon in the Stokes Mortuary in Renton, Wash., to where the body is being transported by Chapel Mortuary. Interment will be in Riverfront Heights, Wash., cemetery.

Mr. Stokes, the son of Edwin and Rose Kelly Ray, was born in Berne, Ind., April 25, 1900. He moved to Portland from California five years ago.

Survivors include one daughter, Mrs. Thelma Kissinger, Seattle; two brothers, True Ray, Chester, Mont., and Roxie Ray, Hollister, Calif.; two sisters, Mrs. Edna Walden and Mrs. Effie Pond, both of Seattle; and two grandchildren.

MARY D. FOSTER

Word has been received here of the death Jan. 3 in Doylestown, Pa., of Mrs. Mary Dawson Foster, 80. She was the widow of James Edward Foster who died in 1952.

Prior to moving to Pennsylvania the couple lived in the Rogue valley where Mr. Foster taught school for 10 years. Survivors include three children, all Doylestown, three grandchildren, four great grandchildren, four sisters and one brother.

CHARLES F. WALL

Charles F. Wall, 63, of 408 First st., Phoenix, died yesterday in a local hospital.

Funeral services will be held in Conger-Morris Funeral home downtown chapel Thursday at 1 p.m. The Rev. W. Elwood Irby, of the Jacksonville Assembly of God church, will officiate.

His brother, Carl Wall, died in May, 1950.

AURDALL M. ROGERS

Aurdall M. (Art) Rogers, 46, of 315 Charlotte Ann rd., died yesterday at his home. Funeral arrangements will be announced by Conger-Morris, funeral directors.

HOWARD S. HARMON

Howard S. Harmon, 66, died this morning at the Veterans Administration Domiciliary, White City. Funeral arrangements will be announced by Perl Funeral home.

Weather

FORECASTS
Medford and vicinity: Valley fog tonight lifting Wednesday forenoon. Increasing cloudiness during day with chance of rain in late afternoon or evening. Low tonight 32. High Wednesday near 50.
Western Oregon: Foggy in south interior. Clearing in tonight and Wednesday. Lows tonight 30 to 40. Highs tomorrow 46 to 56. Except 36 to 40 southern fog area.
Northern California: Fair tonight increasing cloudiness with rain from Utah northward Wednesday. Warmer on coast tonight. Cooler in interior Wednesday.

LOCAL DATA
TEMPERATURE: Mean yesterday 47, above normal 9.
Record high this date 62 in 1960.
Record low this date 3 in 1949.
PRECIPITATION: 24 hours to midnight .63 inch. Midnight to 10 a.m. trace.
Total this month 27 inch, 1.60 inches below normal.
Total since Sept. 7.24 inches, 2.90 inches below normal.

HUMIDITY: Lowest yesterday 57% highest this a.m. 90%
WIND: High 4:00-24:00
Yesterday: a.m. 17, p.m. 17
Today: a.m. 17, p.m. 17

CITY
Brookings 41 43 08
Carver 38 18 03
Grants Pass 61 26 01
Klamath Falls 49 29 01
MEDFORD 40 30 02
Portland 41 30 03
Seattle 42 49 12
Spokane 26 29 07
Vancouver 29 26 03
Eureka 29 41 03
Red Bluff 55 20 03
Sacramento 51 41 03
San Francisco 56 20 03
Los Angeles 71 49 12
Phoenix 67 52 07
Denver 64 24 03
Chicago 71 27 03
Miami Beach 68 88 03
New York 22 17 05
Washington, D. C. 30 15 05

Something Warm, Convivial Noted In Signing Columbia River Treaty

By A. ROBERT SMITH
Mail Tribune Washington Correspondent

Washington—Douglas McKay and Richard L. Neuberger should have lived long enough to have been at the White House among the dignitaries who proudly watched President Eisenhower sign the new Columbia river treaty with Canada.

There was something warm and convivial about this ceremonial gathering in the cabinet room, not to say deeply symbolic of the cycle through which this Republican Administration passed in eight years.

Signing this treaty, by which the federal power plants of the Columbia river will be boosted in electric output, gave the president immense satisfaction before leaving office, he noted.

The cycle began during Eisenhower's first year in office, when the Republicans who had taken control of the government for the first time in 20 years were anxious to get Uncle Sam out of the electric power business. Douglas McKay, leaving the governorship of Oregon to become

the first Interior Secretary, handed the tough job of implementing this new and highly contentious power policy under which local utilities were to be encouraged to move in where the government had charted earlier river development plans, such as at Hells Canyon.

No. 1 Target
Neuberger and other Democrats jumped all over McKay. They couldn't lay a glove on Ike because he was too popular, and it was presumed he didn't know much about the details of kilowatt disputes anyway. So McKay became the No. 1 target.

Moreover, in 1956 the White House nudged McKay into running against Sen. Wayne Morse, who went on to defeat him decisively in that year's election.

That marked a turn in the cycle of events. McKay was succeeded by Fred A. Seaton, who little by little put out the fire in the Democratic charge of giveaway. Although the White House, namely Sherman Adams, resisted his early efforts, Seaton edged the Administration away from

Births

WALKER—To Mr. and Mrs. Monty, 437 Laurel st., Central Point, Jan. 21, 1961, a boy, weight 6 1/2 pounds, at Rogue Valley hospital.

SINGLER—To Mr. and Mrs. Ronald F., 476 North Main st., Ashland, Jan. 21, 1961, a boy, weight 7 1/2 pounds, at Rogue Valley hospital.

ELDER—To Mr. and Mrs. William B., route 2, box 213, Central Point, Jan. 22, 1961, a girl, weight 6 3/4 pounds, at Rogue Valley hospital.

SPIEGELBERG—To Mr. and Mrs. Fred, 1836 Woodlawn ave., Medford, Jan. 22, 1961, a boy, weight 6 1/2 pounds, at Rogue Valley hospital.

ZWAN—To Mr. and Mrs. Lanny E., 608 1/2 South Newtown ave., Medford, Jan. 23, 1961, a boy, weight 9 1/2 pounds, at Rogue Valley hospital.

WILLIAMS—To Mr. and Mrs. James N., 645 Valley View dr., Ashland, Jan. 24, 1961, a boy, weight 7 3/4 pounds, at Rogue Valley hospital.

HAMMOND—To Mr. and Mrs. John, box 115, Grenada, Calif., Jan. 22, 1961, a boy, 8 1/2 lbs., at Siskiyou County General hospital.

MARTIN—To Mr. and Mrs. Brice, Montague, Calif., Jan. 23, 1961, a boy, 8 1/4 lbs., at Siskiyou County General hospital.

BERRY—To Mr. and Mrs. Richard, Montague, Calif., Jan. 20, 1961, a girl, 5 1/4 lbs., at Siskiyou County General hospital.

MALOT—To Mr. and Mrs. Thomas, 817 Niantic st., Medford, Jan. 21, 1961, girl, 6 3/4 lbs., at Crater Osteopathic hospital.

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its original power policy. McKay, meanwhile, was given a new job—U.S. chairman of the International Joint Commission, to succeed Len Jordan, a former Idaho governor who had made no progress in trying to get Canada to agree to terms under which the United States might build Libby dam near the Canadian border in Montana. McKay came along at a time when things were beginning to move forward in terms of Canada's willingness to negotiate seriously; he pressed the issue with the crusty Canadian leader, Gen. A.G.L. McNaughton, and finally won acceptance of a set of general principles.

Based on Principles
On these principles the new treaty is based. It calls for the two countries to cooperate in a plan for full power development of the upper Columbia river. Canada is to build three dams on her side, and we can build Libby dam and a smaller one downstream at Kootenai Falls on our side of the border.

The benefit to America in descriptive terms is the equivalent of the amount of power we now get from Grand Coulee dam or from three Bonneville dams. In addition, flood control benefits can be anticipated all along the lower Columbia.

With this new power development in prospect, the Eisenhower Administration took the position that the current Snake river dispute between Pacific Northwest Power company and Washington Public Supply System (Mountain Sheep dam vs. Nez Perce dam) could be shelved until many years later.

Cycle Now Full Course
This means that the cycle has come full course. This Republican Administration which has just left office ended up by recommending

against either one of two local utility groups, one private, and the other public, in favor of a program which is all federal. Libby dam will be built by the Army Engineers, and the Canadian dams will boost the output of the other federal dams on the Columbia. This was Neuberger's approach originally.

The 1953 announcement of the new partnership power policy touched off much criticism from Northwest Democrats in Congress. But this past week when President Eisenhower lifted his pen to sign the new treaty, there were more Northwest Democratic senators peering happily over his shoulder (with an eye on the press photographers) than there were Republicans.

The reason for this political imbalance is simply that the sole surviving GOP senator from the Northwest is Sen. Henry C. Dworshak of Idaho. He was there, along with Sen. Mike Mansfield and Lee Metcalfe of Washington, and Mairine B. Neuberger of Oregon. Wayne Morse was invited but didn't show up.

Doug McKay and Dick Neuberger should have lived long enough to have been there.

Locals
Surgery Patients—Horace O. Upton, Holland hotel, Medford, and Theodore Reaves, 3107 Table Rock rd., Central Point, were listed as surgery patients today at Sacred Heart hospital.

In Hospital—Medical patients listed today at Sacred Heart hospital include Don B. Hanson, post office box 1312, Brookings; T. Raymond Egger, Dunsmuir, Calif.; George A. Isom, 1243 NW Highland ave., Grants Pass; and Louis C. Gilder, route 1, box 427, Klamath Falls.

Patients—Convalescing at Crater Osteopathic hospital following an appendectomy is Lurton E. Olympius, 17, son of Mr. and Mrs. Richard Olympius, route 1, box 91, Rogue River. Medical patients here are Norman R. Kipfer, 5314 Ponderosa ave., Central Point, and Mrs. Jack Troost, Klamath River, Calif.

Indian Relic Taken—Harry Nevil Lofland, 1119 West Main st., told city police Monday that someone took an old Indian stone grinding bowl from his front yard last week. He said the bowl is valued about \$150 and described it as being made of grey granite, about 12 inches in diameter and weighing 70 pounds.

Hit and Run—Robert Harold Schroeder, box 442, Medford, told city police that his car was struck and damaged apparently by another car while it was parked near the intersection of Melrose and Whitman sts. sometime Monday. The driver of the damaging vehicle failed to leave any information at the scene of the accident.

Driver Cited—City police officer Robert Joseph Howard, 27, of 828 West 14th st., for failure to yield the right of way to a vehicle on the right following a two-car collision Monday about 12:15 p.m. at the intersection of Monroe and J sts. Police said the Howard vehicle collided with a car operated by Loyal Donald Abbott, 55, of 468 South Stage rd.

Portland Livestock
Portland (UPI)—USDA—Cattle 359; Good steers 23; standard-low good 21 1/2; utility cows 14-15; canner-cutter 11-13.
Calves 25; Good-choice vealers 26-30; standard 20-24.
Hogs 500 U.S. 1 and 2 butchers 20; No. 2 and 3 at 19; mixed sows 13-16.
Sheep 150. No early sales.

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Investment Funds
Noon quotations on selected funds:

Fund	Bid	Asked
Bullcock	13.02	14.27
Colonial Energy	13.37	14.61
Easton Howard Sisk	12.73	13.83
Fidelity	15.83	17.11
Group Sec—Avia-Elec	9.88	9.95
Group Sec—Com Sisk	12.73	13.94
Group Sec—Petrol	10.41	11.49
Keystone S-1	13.24	14.63
Keystone B-4	9.36	10.21
Keystone K-2	15.79	17.23
Keystone S-1	21.01	22.92
Keystone S-2	14.07	15.17
Keystone S-3	13.73	14.98
Keystone S-4	13.27	14.48
Mass Inv Grth Sisk	15.80	17.08
TV-Elec	7.97	8.89
Value Line Inc	5.37	5.87
Wellington	14.28	15.37

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