

Evidence Shows Jet Noise Isn't As Loud as Protestors Indicate

Editor's note: This is the last of a three-part series on the jet aircraft noise problem, how it affects communities and what is being done to solve it.

Washington — (UPI) — The jet noise problem is very real to the people doing the complaining.

But there is a mass of scientific evidence to show that the jets aren't as loud as the protestors think. One city council, concerned about the noise complaints, hired a leading acoustical engineer to take noise measurements throughout the area.

He reported back that the loudest decibel rating (a standard of noise measurement) came from a passing train. The second loudest level was recorded by a helicopter. The noise intensity of the

loudest passing jet ran a poor third.

So why do people complain about the screaming jets? A recent British research project on jet noise came up with this startling fact:

Eighty per cent of the people questioned on why jet noise annoyed them admitted their discomfort was based as much on fear as actual discomfort!

Psychological Weapon
Such evidence has provided the aviation industry with a good psychological weapon. The airlines are convinced a large proportion of the opposition to jets is based on (1) ignorance of jet operations, and (2) a mistaken belief that jets aren't as safe as the familiar piston engine planes.

The airlines are doing something about the problem. Long before jet service begins to a community, industry representatives meet with airport area residents and "pre-condition" them to the giant aircraft. The representatives include uniformed pilots who explain jet operations in simple terms.

"Experience has shown that when we go into a community with an education program like this, we can forestall a good proportion of the noise complaints," one airline executive said. "When people understand what we're trying to do, and that we're making a real effort to reduce annoyance so long as it doesn't affect safety, they're a lot more reasonable and sympathetic."

There also are indications — a few, but rather significant ones — that some of the angriest objectors are having a change of heart.

Typical is the case of Herbert Nelson, a Chicago man who spearheaded a fight to keep jets out of Midway Airport. United Air Lines was thinking about using Midway for its new short-range Caravelles. Nelson organized more than 200 area residents into a protest committee, arguing in earnest that jets were not only too noisy but more dangerous.

That was last January. Now Nelson says:

"I've learned a lot since then and what I have learned surprised me. I have found that jets are safer in every way. And while they create about the same amount of noise, it is for a shorter period of time than prop planes."

Nelson frankly admits his 180-degree turn stemmed from economics as well as education. The airlines are shifting much of their operations from Midway to O'Hare as they add more jet service. Already businesses in the Midway area are feeling the effects.

Expensive Shift
"We're losing a lot of economic value because of the shift from Midway to O'Hare," Nelson said in explaining his own shift.

Economics plays no small role in objections to jet noise. The protesting groups invariably argue that the noise annoyance reduces property values. Yet the airlines cite numerous surveys which show that property values of homes near jet airports have remained firm or even increased since the jets began operating.

The National Aircraft Noise Abatement Council thinks one possible solution to the noise problem is to re-zone noise sensitive areas from residential to commercial. This would have the effect of raising property values and permit unhappy home owners to sell at a profit. It is a lot easier to "noise-protect" a factory or office building through insulation and air-conditioning than a private home.

Along the same lines, the Federal Aviation Agency (FAA) is seriously considering a move that would prevent new homes from being built near airport runways. FAA may recommend that FHA and VA loans not be granted for construction of any home in a noise sensitive area.

Essential Actions
If such actions seem drastic, both the government and the aviation industry believe they are absolutely essential. There are two blunt and unrefutable facts about the noise problem:

1. It is vital to the welfare of the United States that our air transport system be second to none — and noise of no noise, nothing can be permitted which would curtail or cripple that system.

2. Safety comes before noise abatement; whatever is done to reduce noise, either through technical devices or flight operations, must not affect safety.



NOMINEES WAIT QUIZ—Three nominees for ambassadorial posts are shown as they arrived in Washington to be quizzed by the Senate Foreign Relations committee on their qualifications. From left, they are Robert Woodward of Minnesota, now ambassador to Uruguay, to be ambassador to Chile; Thomas C. Mann, of Texas, to be ambassador to Mexico, and Julius C. Holmes, of Kansas, to be ambassador to Iran. (UPI Telephoto)

Lack of Properly Trained Help Big Problem for Businessmen

By HENRY J. BECHTOLD
UPI Financial Editor

New York — Today's businessman is faced with an acute problem of getting competent office help to provide the human talent necessary for efficient and profitable operations.



Bechtold, with modern equipment, but they cannot supply him with the people to run these machines.

There will be nearly \$30 million of the most modern business machines, equipment and related supplies on display at the business equipment exposition here next week.

And while these products will cover the broad range of business needs, and will be models of efficiency and speed, a paramount factor will be their simplicity of operation.

Help Pool Shrinking

This trend toward simplification of machine operation is not fundamentally new, but draws more and more emphasis as the shrinking pool of qualified office help becomes more pronounced, according to the president of the Office Equipment Manufacturers Institute, sponsors of the show.

Lloyd M. Powell said that although there are nearly 1.5 million more clerical workers today than in 1955, factors such as marriage, pregnancy, and military service, still have seriously depleted the ranks of the skilled office worker.

Potentials Awaiting

To compensate partly for this the manufacturers have expended considerable effort to reduce the operational skills needed for efficient machine usage. "Naturally, Powell stated, this cannot be completely accomplished.

Powell, who also is president of Dictaphone Corp., said the want ad sections of

the newspapers point up the need for skilled help. He noted that ads for typists in one big city paper had starting salaries for typists alone at \$65, while those with the ability to use a dictation trans-

Brothers Arrested In Siskiyou County

Yreka, Calif. — (UPI) — Two brothers have been arrested by Siskiyou county sheriff's deputies on suspicion of forging stolen payroll checks.

The men were Herman Lee Jackson, 34, and Clarence Eligha Jackson, 28, both of Redding.

They were accused of passing checks stolen March 28 from the H. C. Price Co., a pipeline construction company, and of passing them in Tulelake, Dorris, Mt. Shasta, Redding and Klamath Falls, Ore.

The total number of checks passed was not immediately known. The checks were made out for \$150 by the use of a check protector believed stolen in Mt. Shasta, deputies said.

He added that no matter how you look at it, a machine without its human operator is a collection of nuts and bolts.

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NATIONAL LAUGH WEEK

Gagwriters Want Better Protection From Theft of Quips, Punch Lines

By DICK WEST

Washington — (UPI) — This, in case you've been wondering what all the chuckling is about, is national laugh week.

And that makes it an appropriate time for me to file an up-to-date report on the campaign of the National Association of Gagwriters to stamp out joke stealing in America.

The campaign got under way about two months ago when the association petitioned Sen. Kenneth B. Keating to sponsor legislation providing better copyright protection for quips and punch lines.

I assume the gag writers turned to Keating for aid because they regard him as one of their own. In Congress, Keating's flings at humor have earned him a reputation as the funniest Republican senator from New York.

Called for Study

At any rate, he was sufficiently moved by the association's plea to call for a Library of Congress study of what might be done to curtail the ancient crime of gag theft.

In due course, the library forwarded to the senator a scholarly, seven-page research paper on the subject. It sets forth in exhaustive detail what does and does not constitute humor piracy.

One of the cases cited in the study involved a copyright suit in which one comedian claimed that another comedian had purloined a monologue called "The German Politician." The opening lines of the monologue went like this:

"My dear friends and people workers. It affords me pleasure to be disabled to

stand up here and distress such a large congregated aggregation.

"I do not come before you as other political speakers with false pride in one hand and a star strangled banana in the other."

If I had been the judge, I would have thrown the case

Discoverer Capsule Goes in Own Orbit

Vandenberg Air Force Base, Calif. — (UPI) — The instrument-laden capsule from Discoverer XXIII circled the earth today in its own orbit, dashing all hope of its recovery.

The capsule separated Monday on command from the satellite. But instead of returning to earth near Hawaii where ships and planes waited to snag the 25-foot space package, it stayed in space.

The Air Force fired the satellite with the capsule aboard into orbit Saturday from this West Coast base. Scientists had hoped to keep it in orbit four days before recovery, but a malfunction in the satellite caused them to attempt a hasty recovery Monday of its capsule.

Scientists gave no specific reason for the capsule's failure to return to earth. But it appeared the satellite might have used up compressed gas necessary to point itself downward at a 60 degree angle at time of ejection.

180 Troops Missing In Congo Boat Sinking

Leopoldville, The Congo — (UPI) — At least 180 Katangan troops and white soldiers of fortune are missing in the sinking by shellfire of a riverboat during the offensive against rebel Baluba tribesmen last week, the Katanga government has disclosed.

out of court on grounds that it would be a crime to force a jury to listen to the evidence.

Then I would have thrown both comedians in jail on charges of impersonating a U.S. senator.

However, according to the library, this suit established a milestone in joke snatching jurisprudence. From it came the legal precedent that in order to prove that someone stole a joke from him, a gagwriter must first prove that he didn't steal it from someone else.

Furthermore, the library said, the copyright laws do not prevent an "amateur" after dinner speaker from repeating a story he heard on the Bob Hope show, or in a routine at the Copacabana.

As I interpret these findings one professional comedian might be able to prevent a nother professional from stealing his new jokes. But there would be nothing to prevent an amateur, such as Keating, from stealing from both of them.

Riddle Boy, 16, Drowns in Creek

Riddle — (UPI) — A 16-year-old Riddle boy drowned in Cow creek near here this week after attempting to rescue a dog that appeared stranded on a ledge.

The victim was Darrell Wilfong, son of Mr. and Mrs. Oscar Wilfong. Sheriff's officers said the youth apparently fell into the water as he was wading across rocks. The victim's brother-in-law, Dan Kennedy, 19, attempted to save Wilfong by jumping into the creek, but the current swept the victim away.

The dog later was rescued by its owner, who had been looking for it.

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