

Jet Airliners Surpass Expectations in Success and Problems Created

(Editor's note: America entered the jet age four years ago next Friday when a Pan American World Airways Boeing 707 took off for Paris Oct. 26, 1958. The following dispatch discusses the achievements, setbacks and still-unsolved problems of the four years that have elapsed since that flight.)

By ROBERT J. SERLING
UPI Aviation Editor

Washington—UPI—The jets have surpassed all expectations—not only in their spectacular success but in the problems that success created. This is the irony of the jet age's fourth anniversary. Almost every achievement has been tempered by accompanying headaches. The jets literally shrank the world by 40 per cent almost overnight. In the same breath, they presented the airlines with massive economic problems—not only in their enormous cost but their immense carrying capacity, which adds up to supply exceeding demand.

The cost of the jet age is best expressed by these figures:

—Most jets originally were priced about \$5 million, including spare parts. A 1962 jetliner sells for more than \$8 million.

Invested in Fleets
—The major U.S. airlines have \$2.5 billion invested in their jet fleets, which is 50 per cent more than they had tied up in their propeller-driven fleets at the start of the jet age.

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properly investment. In 1962, the investment cost per jet seat was \$46,000.

—A piston-engine DC7 or Constellation requires 14 pieces of supporting ground equipment valued at \$42,000. A jet needs 15 pieces costing nearly \$130,000.

—Airport costs have mushroomed because of the jets. The New York port authority's pre-jet investment at Idlewild was \$221 million.

Interest Payments
—In 1955, slightly more than a half-cent of every airline revenue dollar went for interest payments on new piston equipment. The figure for the jet age is 3 cents out of every revenue dollar.

The price tag on spare parts inventory for a major carrier was \$19 million in 1957. It is now about \$50 million for the average airline.

Balanced against these astronomical costs, however, is the productivity of the jetliner. A single jet can do the work of three or even four piston-engine planes. For example, a DC3 in 1938 did a day's work when it flew from New York to Little Rock, Ark. A four-engine piston plane's daily utilization involved a New York-Los Angeles flight. The jet's minimum workday covers a round trip between the east and west coasts.

Are Money-Makers
This productivity has added up to one prime fact about jets: Basically, they have been money-makers although not to the extent the airlines hoped. If they were flown full or nearly full more often, they would be unbelievably profitable but their very size—which has led to excess capacity—keep the black ink from flowing very heavily. Even so, the jets are so basic

ally efficient it is possible to make money on jets flown only half-full.

The U.S. jets' safety record can be summed up in one word: Excellent. In four years, there have been only three fatal accidents involving pure jets on scheduled flight, plus a sabotage case.

The three accidents took 194 lives, underlining the inescapable fact that when a giant jet crashes, the death toll can be extremely high.

Yet despite these fatalities, the jet fatality rate since Oct. 26, 1958, has been only 0.41 deaths per 100 million passenger miles flown, compared with a rate of 0.58 for propeller-driven planes.

The airlines and their crews deserve praise for that safety record. The achievement was no accident. The airlines have made mistakes in the jet age, but the one department in which their performance can be rated as superb is training.

A jet pilot flies his monster "by the book"—and it is the uncompromising observance of the rule which make the jets inherently safer to fly.

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One of the byproducts of the jet age has been the steadily increasing trend toward coach travel, more on the jets than older planes. TWA, for example, started operating its jets originally with a cabin configuration one third first class and two thirds coach. Its configuration today on a 140-passenger jet is only 20 first class seats and 120 coach seats.

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The first four years of the jet age also spawned an unwanted child—the noise problem.

The industry, along with the Federal Aviation agency, has tried valiantly to keep the jets in the air while keeping protests down. To a certain extent, they have succeeded although there undoubtedly is a residue of resentment in many cities.

Will Remain Unsolved
The blunt truth is that nobody has figured out a way to lower the noise level of the turbine engine. Until a scientific breakthrough can be achieved, the noise problem will remain unsolved. The airlines and the FAA have compromised as much as they can and still stay within a margin of safe operations with special noise abatement procedures.

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NON-STOP FLIGHT—This Boeing 707 intercontinental jet of El Al Israel Airlines is reflected in a taxi-way puddle as it takes off. The jet makes a non-stop flight from New York to Tel Aviv, Israel, for El Al.

1.23 Billion Feet Of Timber Down On BLM Districts

Portland—Approximately 1.23 billion board feet of timber was blown down on lands managed by the bureau of land management in Oregon and Washington during the recent high winds, BLM officials have estimated.

The Medford district estimated 15 million board feet and had the second smallest amount of reported damage. Smallest was 1 million board feet in eastern Oregon. Largest was 330 million board feet in the Eugene district.

Other damage estimates were 170 million board feet in the Roseburg district, 240 million board feet in the Coos Bay district, 330 million board feet in the Eugene district, 240 million board feet in the

Salem district and 27 million board feet in the western Oregon district.

"Presence of clouds and fog and the remaining summer foliage prevented completely accurate mapping of the blow-down areas," Travis M. Tyrrell, chief of BLM's division of range and forest management for Oregon and Washington, said.

"More systematic surveys, both ground and air, will be necessary to secure accurate data on which to build salvage plans," he said.

The estimates were based on aerial surveys and limited ground checks.

Confessed Soviet Killer Sentenced

Karsruhe, Germany—UPI—The West German Supreme Court Friday sentenced confessed Soviet agent Bogdan Stashinsky to eight years at hard labor for killing two Ukrainians in Munich on orders from the Kremlin.

Stashinsky, 31, was convicted of using a bizarre cyanide poison spray gun to slay his victims instantly with hardly a trace.

The victims were Prof. Lev Rebet and Ukrainian nationalist leader Stefan Bandera. Stashinsky said he killed Rebet in 1937 and Bandera in 1959 on orders of the Soviet Ministry of State Security.

The prosecution had asked for a double life sentence, one for each murder. West Germany does not have the death penalty.

Stashinsky also was found guilty of spying for the Soviet Union.

Bids Called for Water System Work

Bids for a water system for the Aspen Point campground at the Lake of the Woods, will be opened Nov. 9, at 2 p.m. in the regional forester's office in Portland.

The planned water system is the next step of development of the campground, according to Asa Twombly, Klamath district ranger, Winema national forest.

The Aspen point camp is located on the east side of the Lake of the Woods between the resort and the airstrip.

Rogue Valley Landlords Association Is Formed

The Rogue Valley Landlords association was organized recently by landlords in the Ashland and Medford areas at a meeting at the Ashland Public library.

The purpose of the group will be to acquaint landlords with legal aspects of landlords and guests, equalization of tax to rental ratios, joint purchases of furnishings, responsibility of guests to landlords and other problems relating to the rental industry.

The first meeting of the group will be at 7 p.m. Nov. 8 in the basement of the Ashland library. E. Roy Bashaw, Medford lawyer, who is a former city attorney and Jackson county district judge, will speak on "Legal Aspects of Problems of the Landlord."

Discuss Oregon Law
He will discuss the Oregon law regarding the landlord's legal rights with relation to the guests. A question and answer period will follow the talk.