

Religious Leaders Tackling Problem of Race Discrimination

By LOUIS CASSELL
UPI Correspondent

Organized religion thus far plays a relatively minor role in the struggle for racial justice in America.

Religious leaders acknowledge this fact, and find it humiliating. This week, in Chicago, they will try to make amends.

Representatives of 70 Protestant, Catholic and Jewish organizations are meeting at the Edgewater Beach Hotel for a "National Conference on Religion and Race."

This conference is significant for two reasons:

1. It is the most ambitious attempt yet to galvanize America's religious bodies into effective action on racial problems.

2. It is the first national meeting which has ever been called in the United States under the joint sponsorship of all three major faiths.

Convenors of the conference are the National Council of Churches, the National Catholic Welfare Conference and the Synagogue Council of America.

A distinguished Negro educator, Dr. Benjamin E. Mays, president of Morehouse College in Atlanta, Ga., serves as chairman.

It is anticipated that the 800 delegates will adopt a "statement of conscience" detailing the reasons why they regard the elimination of segregation as one of the supreme moral challenges facing Americans in this generation.

As a joint expression of conviction by Protestants, Catholics and Jews, such a statement may carry some weight. But the organizers of the conference realize that racial barriers cannot be battered down with moral arguments addressed to the general public.

The real business of the meeting is to draft a series of recommendations for action by religious organizations, including local churches and synagogues.

Matthew Ahmann, executive secretary of the conference, said the recommendations will be specific and down-to-earth. They will spell out concrete things that Christians and Jews can do, together or separately, to combat racial discrimination in such areas as housing, employment, education and worship.

A "follow-up committee" will be set up.

Age Plays Major Role in Learning To Write Properly

By DAVID NYDICK
UPI Education Specialist

Handwriting has been open to much criticism and should not be neglected. It is a mechanical skill which can be learned with reasonable effort and practice.

Research has shown that the most difficulties in handwriting occur in relatively few letters. These seem to indicate that efforts for improvement should be mainly concentrated on the specific problem.

In the junior and senior high school, there is often a decrease in quality. This probably is due to the pressure for speed and the absence of specific practice and teaching.

Can Help at Home

At the same time that the school is teaching your child to write, you can follow script generally is easier than cursive writing.

The high school child might profit from helping you with business-type letters or other useful items.

Perhaps your child is having difficulty. The previous suggestions should be combined with additional instruction. The first step is to help the child understand the need for a neat legible handwriting. You can check samples of his writing. This will clarify the problem which may be poor letter formation, slant, size, etc. Explanation of correct methods should be followed by practice. Short and frequent sessions are the most effective. Remember that his chair, writing surface, and implements must be proper in order to have correct posture and grip.

Attention To Left Handers

Special attention should be given to left handed children. Unfortunately, some will have problems. In most situations, materials are made and arranged for right handed people.

Do not attempt to change handedness as the results may be more serious than those of being left handed. The child will need consideration and patience. His instructions should be generally the opposite of the right handed child. The "upside down" technique can be avoided by proper early guidance. The pencil should be held a bit higher to avoid puncturing the paper. Light should come over his right shoulder to avoid shadows. Discuss this problem with his teachers. Perhaps you can obtain an instruction booklet.

Pay close attention to handwriting. Careful instruction and practice produces excellent results.

All-Weather Flight Devices Under Testing

(Editor's Note: On the night of Nov. 30, an Eastern Air Lines DC7B trying to land in a fog crashed and burned at New York's Idlewild Airport, killing 25 of the 51 aboard. The following dispatch discusses a safety device which some say will make such accidents almost impossible.)

By ROBERT J. SERLING
UPI Aviation Editor

Washington — "If the names sound like technical gibberish — BLEU — FLARE — SCAN — AILAS...ALS... REGALL.

But out of those initials could come fulfillment of aviation's oldest dream: All-weather flight. The ability to land an aircraft with complete safety in zero-zero visibility and — or ceiling. The names are of five devices under test at the Federal Aviation Agency's research center in Atlantic City, N. J.

The FAA is not testing each system to determine which is the best. Rather, it is evaluating the techniques of blind landings under each system. Eventually, the FAA will extract the best feature from all and incorporate them into a single all-weather landing device that can land a plane safely in a fog thicker than overcooked oatmeal.

All Promising

"All of them are interesting, promising and even exciting," FAA research and development chief Joseph Blatt says. "But none of them stands up by itself to the standards of extremely high reliability the eventual system must achieve. When we determine what must go into a single system, we will specify the requirements for a prototype and ask for contracts to build."

This laborious process is slow but inevitable. The chief reason is that the FAA requires a device to be absolutely foolproof. The lives of pilots and passengers alike will depend on its total reliability and accuracy.

The major achievement of all-weather landings, of course, would be greater safety. But economic advantages are involved, too. The average airline passenger who is grounded at a delayed or cancelled flight because of weather seldom realizes that it buries an airline worse than it does him.

Cost High

It has been estimated that below a minimum of \$10 million (when horizontal visibility is below 1,000 feet and ceilings drop below safe margins) costs the U. S. airlines alone as much as \$100 million annually.

The lowest estimate is \$25 million, and one carrier — United — puts the cost of the industry at \$60 million.

If even \$25 million seems high, ponder United's experience on a single winter day, Dec. 17, 1961. On that one Sunday, weather forced UAL to cancel all of 57 departures east of Omaha during a 24-hour period.

A total of 350 flights were weathered out — 113 jet trips and 237 piston-engine schedules. Out of 29,321 passengers holding reservations, 18,193 never left the ground.

Aviation science has advanced considerably since the days when an airliner literally needed a clear day before it was allowed to fly. The chief weapon has been the Instrument Landing System (ILS), which projects two beams toward an approaching plane. One beam monitors the glide path, the other the plane's position relative to the runway. A pilot knows he is on course in an ILS approach when two needles on his instrument panel form a perfect cross.

Not All The Way

But ILS can only bring a plane to within 200 feet of the ground. Below that, a pilot must land his aircraft visually. In effect, the goal is to extend the accuracy of ILS over that last 200 feet, right down to the moment the wheels touch the runway.

The devices being tested by the FAA are intricate, sophisticated and to varying degrees not perfected. FAA officials predicting when the agency will recommend a final composite system — "Maybe one, maybe three or four," as one of them puts it.

The most advanced system in terms of test frequency is the British-designed BLEU-Experimental Landing System. It has been tested in England with more than 5,000 landings on both propeller planes and jets, and the FAA has added several hundred additional landings.

Easy Mating

According to some pilots who have observed or even flown the various systems, a promising American entry, "FLARESCAN" — product of Albro Instruments Laboratory — its development has been well-financed and one of its virtues is its easy mating with regular ILS. FLARESCAN automatically switches into the ILS glide slope indicator at an altitude of 100 feet, and the entire system requires very little additional cockpit training.

FLARESCAN, which also is being evaluated in France, projects a radio beam toward an approaching aircraft, sweeping the plane every 10 seconds. At every sweep, FLARESCAN instruments in the cockpit show the pilot the exact angle he must fly to put his wheels on the runway at a point between the FLARESCAN antenna and the end of the runway.

Basically, all the systems are similar. The BLEU-REGALL which stands for Range and Elevation Guidance for Approach and Landing, stems from an Air Force jetliner. It is designed to tie in with an electronic air traffic control system. Like FLARESCAN, it uses a sweeping beam to intercept the path of approaching planes.

North American's AILAS (for Automatic Instrument Landing System) is similar to Britain's BLEU in that it provides for last-minute coupling to an automatic flight control system — literally a "look Ma, no hands" landing operation in which the pilot merely has to stand by for overriding action if he is not satisfied with the all-electronic landing.

Fifth System

The fifth system is Bell's "ALS" — for Automatic Landing System. It shares with FLARESCAN the virtues of easy adaptation to present cockpit instrumentation and incorporation into regular ILS approaches.

All-weather landings are sufficiently along the development path to warrant modifications in the cockpit design of new airliners. At least two forthcoming British jetliners will be easily adaptable to installation of BLEU equipment. Lockheed's new military jet transport the C141, will have a cockpit designed to carry an all-weather landing system. So will Boeing's short-range jetliner, the 727.

The companies developing various all-weather landing systems have allowed regular airline pilots to test them for comment and criticism. One captain who tried FLARESCAN described his experience in a recent article in Air-Lift Magazine. He praised the system but added:

"It is our endeavor to get closer look at other developments and systems. No system, of course, will suffice until its integrity has been proved. Likewise, it must be economically feasible."

The author of the article was the late Capt. Edward Bechtold. He was commanding the airliner that crashed in the fog at Idlewild Nov. 30.

Meteorologists Are Needed in Posts

Corvallis — Everybody talks about the weather but there aren't nearly enough trained meteorologists to do the weather work and research needed today in America, the training director for the U.S. weather bureau observed this week at Oregon State University.

The weather bureau, the armed forces, industry, research centers, and colleges are all in need of trained weather workers, according to Albert V. Carlin.

He was at OSU to observe training under way at OSU this term for 26 weather bureau workers from 22 states and Washington, D.C. The weathermen were selected for the intensive program to broaden their weather training and to advance them in their careers as weather bureau workers.

Oregon State University is one of 16 universities in the country that prepares graduates in the professional meteorologist. Dr. Fred Decker heads up the meteorology work at OSU.

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