

New Golf Course Voted at Ontario

Ontario —(UPI)— Voters have approved by a margin of 20 votes a \$200,000 bond issue for a new golf course.

City Recorder Nadine Thompson said the vote was 451 to 431. One ballot was declared void.

Ontario recently deeded its nine-hole course to the new Treasure Valley Community College to serve as a campus.

A new 18-hole course will be constructed on municipal airport land.

Overseas Plane Crews Trained Intensively for Possible Ditching

By ROBERT J. SERLING
United Press International
San Francisco —(UPI)— This class is just part of the countless hours you must spend training for an emergency that probably never will happen—because if it does happen, there isn't time to learn. . . .

There were 24 in the class. Eight stewardesses and the rest pilots and flight engineers. They looked strangely unglamorous away from their world of instrumented flight decks. Gods and goddesses reduced to mere mortals in slacks and sweaters and loud Hawaiian shirts instead of

trim uniforms with gleaming wings. "Recurrent training in ditching procedures" was the official subject. These were flight crews assigned to United Air Lines' Honolulu route. They must go through a basic course before they are allowed to fly the Pacific run. Once a year, they must go over the earlier lessons, brush up on the old procedures and get briefed on any new ones. No Pictures Allowed

The classes are in such deadly seriousness that United will not allow picture-taking in the proceedings. The UPI reporter who was permitted to observe had to sign a class attendance sheet "R. J. Sterling, captain, DCA-based (Washington)," so the crews would not know an outsider was present. The instructor was Robert O'Leary, a former Coast Guard officer and expert on ditching, air-sea rescue work and emergency training. He's an articulate, affable Irishman whose teaching technique was part shock treatment, part humor and part evangelism. He talked like a machine gun and had to be because in a three-hour morning classroom session he covered many of the points in United's

171-page manual entitled "Emergency Techniques for Overwater Operations." Shock Treatment "Don't ever think that emergencies were eliminated when they took the props off and began flying jets," said O'Leary. "Nobody's ever had to deliberately ditch a jet yet but just remember that three-fourths of the earth's surface is covered by water and it could happen some day. . . . Our seats are built to withstand a load of 9 G's. That means it takes nine times the weight of a 170 pound man to tear it loose. But if a seat belt isn't fastened tightly, impact

deceleration could increase the G forces to 14—and that's why cabin attendants must make sure belts are fastened tightly. . . . You stewardesses may run into something that's rare but possible—a passenger who refuses to leave a briefcase because he's got something in it that he acquired illegally, like diamonds. If he insists on keeping it, don't fight him for it. Get the hell out of his way because he might kill you to keep it. Arguing takes time and time is a precious commodity in an emergency. . . . There's only one way to get passengers off an airplane

and that's to open the door and lead them out. No one thinks logically at a time like this and all the signs and placards telling the passengers where to go and what to do aren't worth a damn—you've got to provide the leadership. . . . There are seasick pills in every raft but don't call them seasick pills because if you do everyone is guaranteed to get seasick. . . . Then we have what we might call moral builders. Like a compass which the government requires. It adds a lot of class to the operation if the captain peers at it from time to time, but actually it's

useless because you can't navigate a raft and the whole idea is to stay where you've already told air-sea rescue you were. . . . The fishing kit is a morale builder, too, and believe me if you've got 100 people who paid \$200 to fly to Honolulu and they wind up in the water, you've got a morale problem. . . . The first big problem to overcome is the natural reluctance of a captain to ask for help until a situation really gets hairy. United's policy is to order out an intercept plane automatically at the first sign of trouble, without the captain's having to request

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"Don't throw them on the floor because they'd slow down evacuation," another stewardess replied. "Good," O'Leary said. "That reminds me—you're going to have to take high heel shoes away from women passengers because we've found in studies of other ditchings that a woman is liable to put her shoes back on even though she removed them in accordance with the original ditching instructions. One airline had an emergency evacuation where a woman put her high heels right through the slide chute. She was the second one off the plane and she ruined the chute for every one behind her. . . . O'Leary proudly showed off United's new automatic radio signal—successor to the old "Gibson Girl" location transmitter. The new device starts sending a signal three seconds after it hits the water. In one test, 67 planes picked up its beam even though they did not know ahead of time that the new signal was going to be used. A Qantas 707 heard it 280 miles away at 40,000 feet. . . . O'Leary, who attends the training sessions of other over-ocean carriers like Trans World and Pan American just as they visit his, also reported on what he had learned from their classes. "Pan Am has a good idea which we're adopting," he said. "As you know, there's an awful lot of crockery in a plane and it must be stowed away fast because flying objects are a major menace in a ditching impact. Pan Am has its girls go up the aisle with a large blanket and passengers just toss in their dishes and glassware. It saves a lot of time. . . . After lunch, the class went via a Coast Guard launch into San Francisco Bay, where the hulk of an old Martin 404 is anchored. It still has seats inside its battered, rusting fuselage. . . . Most of the class became "passengers." The remainder were assigned their normal roles of cabin attendants or flight deck personnel. Under O'Leary's direction, the class went through a simulated post-ditching evacuation complete with raft inflation. Some of the "passengers" were handed cards with lines of dialogue to read at opportune moments. "Where the hell are all the ships you said were coming?" one captain roared to a stewardess. She looked a little shocked at his realism and just gaped. "Come on," O'Leary chided. "We went over this in class—you tell him that we knew the location of every ship along the route BEFORE we took off and that they're on the way. . . . All the rescue and survival devices O'Leary talked about in the classroom took on a new dimension of reality when the crew members actually used them. The bright green die markers. The huge raft itself, which resembles two giant doughnuts glued one on top of the other. Red jackets for crew, yellow for passengers. Even a three-foot doll to test a stewardess' ability to put a lifejacket on a child. Flares. Signal mirror. Sea anchor. Before O'Leary finished, he had the class using or observing the use of every piece of equipment in the raft. The flares brought one laugh. They worked fine but O'Leary asked a stewardess what she'd do if a flare didn't work. "Cry," she said simply. **Net Farm Income Shows Decrease**

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