

# United States Builds Air Defense Bases One Hour From North Pole

By ELTON C. FAY  
WASHINGTON (AP)—What is the Arctic like, where the United States has chosen to build great air bases for its perimeter defenses?

Now that the flier with his jet fighters and strategic bombers have come, it is a strange mixture of the old, unchanging for North

and the new ways of man from a temperature zone, of glaciers millions of years old and airbone runways in which the concrete is barely hardened.

It is a place where planes take off from the huge and busy air base at Thule to swing northward to the pole in a few hours flying time. And it is a place where just across a bay from the air base lives Odaq, the Eskimo who went with Peary to the north pole in 1909.

When did he see Rear Adm. Robert E. Peary last? Odaq couldn't put the answer in dates. He thought, he pointed to the north and spoke (the pole); to the northwest (Etah, where Peary left); to the south (where Peary went).

The interview was over. Odaq shook hands gravely with his vis-

itors. He turned and made his way back into the house where he lives alone. And the jet fighter whistled down the runway and into the air to cover, in the space of an hour, the miles it had taken Odaq weeks to trudge behind a dog sled so very long ago.

And what did the airman in the jet plane see as he climbed above the aluminum buildings and great runways and radio towers of the military city in the Arctic?

For a moment he must have sighted below from the Eskimo village with its sled dogs roaming among the sod houses and the skin hunting boats upturned on racks.

Then he was out over the Arctic as Odaq had seen it with Peary, as it existed then, a thousand, ten thousand, a million years ago. The military builders had made only a tiny dot of atomic age civilization, lost in the vastness.

For a little way there may have

been overcast and the land beneath was the cold white of snow and dull grey of rocks and mountains. But then followed sun and a brilliant blue Arctic sky and off to the side the coast of Greenland and the blinding white of the ice cap reaching to the horizon and beyond.

Below were the canyon-like fjords in deep blue and purple shadow, penetrating to the edge of the ice camp, down under the wing, a bay where icebergs are spawning from the edge of a glacier to float, white and emerald green, on the grey Arctic water.

Now a strait is underneath . . . open water for a little way . . . then floating ice like great plates and saucers . . . here the edge of the solid ice field, its surface laced with the black "leads" of open water where there are cracks or serrated by the wandering lines of the pressure ridges.

It is fantastic, magnificent scenery. And it also is dangerous to the airman, this Arctic.

The cliffs that gleam in reflection in the mirror ice as the sun shines on them are also there when sudden, fierce Arctic storms close down. The flier lives because he has radar to see for him in the murk, instruments to tell him his location, an engine to pull him up rapidly to safety above the peaks and glaciers.

If the engine falters and quits or the home field is smothered by blinding fog or storm, he can't fly on a dozen or so miles to the

next town's airport, like he does in the United States. His alternate field may be 600, 700, 800 miles away.

He can try to reach it. If he can't he looks for a reasonably smooth place on the ice field or

the ice cap to come down and land, wheels up, skidding along on the belly of the plane to a stop. He has the clothing, the emergency "survival equipment" to live until search planes find him and rescue comes. His chances now are good.

## No Disorder At Douglas

EL SEGUNDO, Calif. (AP)—Immediate fears of disorder at the struck plant of the Douglas Aircraft Co., failed to materialize Monday as steel-helmeted sheriff's deputies and police watched the tense situation.

A group calling itself the Committee for Union Democracy and claiming 2,900 members had announced there would be a back-to-work movement. About 175 sheriff's deputies, police and plant guard officers were on hand.

At the regular time for the day shift to report, 100 cars went through the main gate of the plant where 15,000 normally are employed. Guards said this was a few more than had been going through on previous days of the strike.

Approximately 160 pickets yelled "scab" and passed union literature to the cars as they went through.

A committee spokesman who declined use of his name saying he feared retaliation by union officials, charged Roy How, president of the AFL International Association of Machinists Lodge 720 at the plant, had shown bad faith.

"Blow has repeatedly stated he would recede the strike if any responsible government agency would intervene," said the spokesman in a statement.

"I telephoned Dan Kimball, secretary of the Navy, Saturday. He emphatically stated that our Sky-raid and other models still secret, were vitally needed for the boys fighting in Korea and for our national defense."

## Twin Sons On Same Carrier

Having twin sons serving in the navy, both on board the same ship, is the honor claimed by Mrs. M. A. Benedict of 2215 Eina.

Her sons, Lloyd L. and Lawrence G. Smith are serving on the USS Princeton which is in action in Korean waters.

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## Death Claims Columbus Akin

LAKEVIEW—Columbus R. Akin, 52, formerly of Lakeview, died Friday, Sept. 12, near Bieber, Calif. He had been a resident of Bieber the past five years.

Graveside services were held at 2 p.m. Monday, Sept. 15, at Sunset Park Cemetery, Lakeview, with the Rev. Carlton M. Babbidge officiating.

Mr. Akin is survived by his wife, Maggie, of Bieber; two sons, Buster Akin, of Bieber, and Jim Akin, of Springfield, Ore., by two brothers, Earl Akin, of Bieber and William Akin, of Susan, Calif.; one sister, Mrs. Kind Minor, of Lakeview.

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