

U.S. Jetliners To Provide Speed, Safety And Comfort

By ROBERT J. SERLING
United Press International

WASHINGTON (UPI) — Sometime this November, the voice of an air traffic controller at New York's International Airport will crackle impersonally in the ear-phones of a pilot. . . .

"Pan-Am 114, you are cleared for takeoff."

The pilot will shove four throttles forward. Four jet engines packing the equivalent power of 40 piston engines will shriek like a thousand banshees. The plane, a Boeing 707 jetliner, will move down Idlewild's longest runway.

And as she lifts her 125-ton bulk off the ground and heads for Paris, the United States will have entered the commercial jet air age.

This is what the entry will mean to the people who will ride in, command and operate the giant jetliners:

PASSENGERS

To the traveling public, the jet age will bring a world of incomparable speed, smoothness and comfort.

Speed that will whisk you from New York to Paris between breakfast and lunch . . . from New York to Los Angeles in about five hours . . . you will board a jetliner in New York at 9 a.m. and when you land in Los Angeles, the clocks will say 11:15 a.m.

In the huge, luxurious, fluorescent-lighted cabins you will notice such things as:

—A complete lack of noise and vibration.

—Ceiling dome lights with color controlled to match the natural light outside the plane.

—Far less turbulence, because jetliners (1) will fly above 98 per cent of the weather and (2) will have swept-back wings designed to absorb turbulence.

—Windows spaced at 20-inch intervals to give an unobstructed view regardless of seat spacing, plus smoke-tinted shades to cut glare.

—Toilets that flush.

—For safety, passengers will find:

—Oxygen masks by every seat, in case of sudden depressurization at altitudes of up to 35,000-40,000 feet.

—Triple-pane windows to make a window "blow-out" next to impossible.

—Inflatable escape slides by all four doors; a stewardess merely opens the door, pulls a bar on the ceiling and the escape hatch automatically slides through the door and inflates.

PILOTS

To the men who will fly them, jetliners bring mixed blessings.

The giant planes are inherently safer — but in some ways inherently more temperamental.

Jetliners are the strongest aircraft ever built with wings that could carry a load of automobiles stacked as high as the Washington Monument.

Their engines are up to six times more reliable than piston-power plants because a jet engine is simpler. Fire dangers are substantially reduced because jet engines are mounted in "pods" underneath the wings, thus removing the source of fires from vital structural areas.

In most ways, the jetliners are easier to fly than conventional aircraft. Despite their tremendous bulk, they are maneuverable, stable and far less complicated. They have at least 100 fewer cockpit instruments and controls than a piston-engine transport.

But in bringing crew and passengers alike a new world of greater air safety, the jetliner also presents a host of new problems.

It gulps fuel in awesome quantities — 4,000 pounds an hour with the engines just idling on the ground; 12,000 pounds an hour at normal cruising speed. It is 8,000 pounds lighter 150 seconds after it leaves the runway. All of which requires fuel tanks that hold up to 23,000 gallons — enough to operate the average automobile 25 years.

The high fuel consumption will require meticulous flight planning on an order never before approached in aviation history. Planning for a typical New York-Los

Angeles non-stop flight will involve eight to 10 hours of blue-printing weather, winds, speed, altitude, fuel consumption, runway lengths, temperatures, payload and other traffic.

The jetliner's swept-back wings are a factor for both speed and safety. They cut wind resistance and, as noted, are less affected by turbulence. But they are designed for high-altitude operation; at low altitudes, swept-back wings create handling problems in crosswinds. The jetliners will be simpler to fly, but landing one in a cross-wind calls for a lot of flying skill.

Justice Moves Slow In Case Of Murderer

By ELLIS RALL
United Press International

LINCOLN, Neb. (UPI) — Mass killer Charles Starkweather will have to wait months, perhaps years, to find out whether he will be executed under a death sentence handed down June 7.

Starkweather's execution has been set for December 17 but the legal processes of Nebraska made it almost certain the sentence will not be carried out at that time.

A state law passed by the 1957 Legislature requires the Nebraska Supreme Court to review all capital punishment sentences.

The law is a result of attempts to outlaw the death sentence in the state. The Legislature refused to abolish the electric chair but set up the review as a compromise.

The law gives Starkweather's court-appointed attorneys 30 days to prepare an appeal. The Supreme Court then allows 70 days for the attorneys to file briefs containing citations supporting the appeal arguments.

When the appeal reaches the Supreme Court, the jurisdiction of prosecution changes from the county attorney to the attorney general.

He then has 30 days to answer the briefs filed by the defense. Next, the case is docketed for hearing. Criminal cases have priority on the docket but there is no way of determining the delay at this point.

Each side is allowed 30 minutes to present its case before the Supreme Court. A decision usually follows within 30 days.

If the court affirms the sentence, the defense is allowed 20 days to ask for a re-hearing. A ruling on re-hearings usually takes about two weeks.

During the Supreme Court proceedings a stay of execution is granted and after determination of the case a new date is set if necessary by Supreme Court mandate.

The law provides that execution must take place at least 100 days after a judgment is pronounced.

From the state Supreme Court the case may be appealed to the Supreme Court of the U.S. and Starkweather's attorneys have indicated they will do this.

Another stay of execution is granted by the U.S. Supreme court until it disposes of the case. If its verdict is unfavorable to the defense, the case could be appealed through the federal court system.

One Nebraska murder case which was carried into the federal court system recently resulted in the order for a retrial. The original trial was concluded in 1954. The state has appealed the federal retrial order and the end is not yet in sight.

HUSTON'S NEXT
HOLLYWOOD (UPI) — Hecht-Hill-Lancaster says John Huston has agreed to direct "The Unforgiven," a movie about the north Texas prairies of 1874, which will star Burt Lancaster.

Samaritan Is Debtor With A Long Memory

BUFFALO, N. Y. (UPI)—Army Sgt. I. C. Lawrence H. Erb has happily discharged what he considered to be a 13-year-old obligation.

In 1945, Erb appeared in City Court with a \$10 speeding ticket. When he reached for his wallet, he found he had left it at home. But an attorney, William B. Mahoney, stepped up and handed the teenage soldier the money for the fine.

Ever since, Erb had tried unsuccessfully to contact the lawyer to repay the \$10. When he finally got to see Mahoney this year, the attorney smilingly refused the money.

Undaunted, the sergeant went to City Court with the view of finding someone in trouble. He got his man when George Spiers, 16, was assessed \$15 for speeding but had no money to pay the fine.

Like benefactor Mahoney 13 years ago, Erb stepped up with the money and saved Spiers from a jail sentence.

Oldsters Have Yen For Cones

NEW YORK (UPI) — "Young kids" over 60 are turning back the hands of time with ice cream cones.

So say some experts who have analyzed the buying habits of customers in a chain of 3,500 Dairy Queen Stores across the nation. Statistically, they found that the lion's share of cones are being ordered by folks whose hair has turned to silver.

When the experts asked the grandmas and grandpas "why so many cones," the explanation, surprisingly, was not "grandchildren."

The answers indicate that the senior elders see a "foundation of youth" image in ice cream cones. For here's how some of the older folks explained their crush on cones:

"An ice cream cone always stood for fun when I was a little girl, and it still does."

"I still like nibbling the cone around the edges and biting the end off, just like when I was a kid."

Or "eating a cone makes you feel gay—and younger."

QUIET, PLEASE

PARIS (UPI)—A leading French physician maintains that man-made noises have replaced germs as the main threat to human health. "Noise has become a real social danger" to the present and future generations, said Prof. Fernand Tremolieres, a member of the French Academy of Medicine. He said that noise cannot only cause psychic troubles but also inflame organic damage leading to such chronic ailments as hardening of the arteries, ulcers and even goiter.

Boat Pilot On Harbors Only

NEW YORK (UPI) — Charles F. Romane, chief pilot for a New York towing firm, recently was in charge of maneuvering the Navy's 62,000-ton aircraft carrier Franklin D. Roosevelt from Brooklyn to Bayonne, N. J.

The five-mile trip was through the most heavily travelled waterway in the world. It required passing exactly under the middle of two bridges and skirting a wreck near one of them.

Nevertheless, Romane, with a dozen tugboats under his command, brought the carrier into berth in less than half an hour against a rapidly rising tide and strong onshore winds.



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FISHING NOTE

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