

Rescue Of Fallen Plane Described By UPI Chief

Editor's Note: Frank H. Bartholomew, president of United Press International, was aboard the carrier Intrepid in the Caribbean Sea frontier when the vessel recovered some of her aircraft in dramatic landings. His eye-witness dispatch follows.

ABOARD USS INTREPID, AT SEA (UPI) — An aircraft is in trouble in the tropical sunset. "And A-4D is losing oil rapidly," the crisp voice of primary flight control said over the loud-speaker.

"Get him aboard on the first pass."

"Start the helicopter engine but do not launch."

Men move rapidly across the broad flight deck. Some of them are running. The flight deck crew in yellow sweaters and helmets; the fire fighters in red; arresting gear crew in green; airplane captains in brown; airplane handlers in blue; and the men in white marked with the red cross.

Primary flight control again: "The A-4D is due in seven minutes."

That places him over 40 miles astern; three horizons back, from his altitude to our flight deck.

There are more than 3,000 people on this giant ship. Not all of them know that a lone pilot is in

trouble somewhere back in that vividly colored cloud bank into which the sun has just set. But hundreds do, and busy themselves with the effort to bring in one of their own on the first pass. If there is a first pass. Or to launch the "angel" — the helicopter which will assist the accompanying destroyer on plane guard duty.

Seven minutes proves a long time. It is darker. Five minutes. The night comes down suddenly in the tropics. The carrier's landing lights are on.

Five uneasy minutes. Two. Is he down in the unseen sea, somewhere behind the ship's wake?

Then a welcome yellow light through the black curtain astern. Here he comes, still flying.

What will happen if he loses all his oil before he makes the flight deck — will his jet engine freeze? Either that, you are told, or it will blow up.

You know the picture in the pilot's mind. He is concentrating on six green lights in a horizontal line on the port side of the carrier, grouped in threes; between the groups a concave mirror. In the center of the mirror is a single orange light.

That's his glide path to safety. To keep on it he must line up the reflected orange ball in an exact, level even horizontal line with the

fixed green lights, listen to the voice of the landing signal officer ("Power! Power!") and fly his damaged airplane in.

The fixed procedure is simple; but this is night, that is a falling aircraft approaching, and flight control says the pilot had better make his first pass a good one.

He hits the deck with a roar. The engine thunder increases. He has seized the power: the landing signal officer called for. He does not know yet whether his landing hook has engaged the arresting gear, and neither do we. A screeching siren sounds the engine roar. He's firm on the number three wire. He is safe.

Just as 90 other aircraft were safe when they came aboard with perfect precision during the day. Two more to come, and the day's work of scouting the Caribbean Sea frontier will be over.

These two have been orbiting to allow the damaged plane a clear approach. It is quite black now, no moon, the stars obscured by scud.

Here comes the nose light of the ninety-first aircraft. He's on the deck, hitting it hard with 80 per cent of full power. A good thing; he failed to engage a wire. Off he goes into the night.

Back again for his second pass.

Slam onto the deck, then the increased roar of the added power. Another "bolter," as his hook bounces over all four of the arresting cables. Off again.

Here he is, around again for the third try. No wire, and off once more into the black.

"He can't be hungry," a young ensign on buzzard's roost says.

"Hope he hasn't got a defective hook."

Here he comes out of the night once more. Here's the hard landing on the deck. Here's the full-power roar. He doesn't need it. The wire has him fast.

And here comes his partner out of the blackness astern. The last aircraft of the day.

"Bring her in, ensign!" the young ensign on buzzard's roost says. "Show 'em how an ensign does it!" First pass, perfect landing.

The USS Intrepid plows on into the night, all pilots and aircraft safe aboard, the operations log of another day complete.

WASHINGTON (AP) — The AFL-CIO faces a problem of backing up on its anticorruption drive or possibly losing another of the labor federation's major unions, the Carpenters.

Maurice Hutchison, the Carpenters Union boss, has dared AFL-CIO President George Meany to stop investigating the carpenters or risk withdrawal of the 240,000-member union from the merged labor organization.

Having already tossed out the 1½ million member Teamsters Union on corruption charges, AFL-CIO leaders may think twice about further depleting federation ranks, now down to about 13½ million members.

At an AFL-CIO Executive Council meeting two weeks ago Walter Reuther, head of the Auto Workers, and James B. Carey, president of the International Union of Electrical Workers, moved to oust Hutchison as a council member and AFL-CIO vice president right then and there.

However, the council decided to give Hutchison more time to explain his refusal to answer questions by the Senate Rackets Committee and to discuss his indictment in Indiana highway scandals.

While shunning an invitation to attend that council meeting, Hutchison sent a written denial of wrongdoing or misuse of union funds. Then last week the Carpenters Union convention authorized Hutchison and fellow union officials to pull the union out of the AFL-CIO if and when they see fit.

The way things stand now, the AFL-CIO council has asked Hutchison to appear and make his explanation of corruption

charges at its next meeting in February at San Juan, Puerto Rico, or at a special session whenever Hutchison is ready.

Some AFL-CIO leaders say privately they doubt a majority of the council would ever vote to punish Hutchison and thus almost inevitably lose the big Carpenters Union and its dues payments.

However, the Carpenters Union convention rejected the AFL-CIO ethical practices codes. In the case of the Teamsters, such refusal helped clinch its expulsion.

Once before, in 1933, the Carpenters pulled out of the old AFL in a row over labor union jurisdiction. But the Carpenters rejoined the AFL in about three weeks.

Only about one-third of the residents of Washington, D.C., were born in the city.

CARTHAGE, Mo. (AP) — E. T. Dale, editor and publisher of the Carthage Evening Press, was honored for his 50 years as a community leader.

Many of the 175 gathered at a luncheon for him Tuesday paid tribute with speeches. Congratulatory telegrams were read. And he received a plaque from the Carthage Chamber of Commerce.

Dale looked at the plaque, then rose to speak.

"I am a proof reader and this reads Nov. 8th. You've left out the one." That was all he said.

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California Firms May Buy Surplus

PORTLAND (AP) — Dr. William A. Pearl, Bonneville Power administrator, proposed Tuesday that surplus power be sold to California utility companies.

"We're not talking about selling any firm power outside the area," he said.

He said the sale of surplus power, that extra power only when it is available, might overcome deficit anticipated during the next two years.

WASHINGTON (UPI) — The Agriculture Department said today the sharp increase in net farm income this year probably would boost the per capita income of farm people to more than \$1,000, the highest in history. In 1957, the per capita income of farmers was \$967.

TO VISIT U.S.

MOSCOW (UPI) — A group of producers, actors and writers for Russian movies are on the way to the United States on a tour which will take them to New York, Chicago and Hollywood.

Publisher Feted For Leadership

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