

'Going Down In Flames' Message Not From Doomed Plane



IN TRAINING — Two young women, both in nurse's training at Good Samaritan Hospital, Portland, and roommates, are in Klamath Falls for orientation in field work in Public Health. Marjorie Stroop, left, the daughter of Mr. and Mrs. John W. Stroop, 2204 Green Springs Drive, was presented with a scholarship from the Klamath Falls Soroptimist Club when she entered training. She will graduate in nine months. Mary Reynolds is a Portland girl, the daughter of Mr. and Mrs. W. H. Hampton, Milwaukie, Ore. While here they visited schools, homes, the sanitation department and worked with mental health personnel.

CAB Set To Review Decisions

WASHINGTON (UPI) — The Civil Aeronautics Board (CAB) announced Tuesday it will review the initial decisions of two examiners in separate cases involving western air routes.

In one, the examiner recommended that a carrier—West Coast Airlines—be granted authority to operate nonstop service between Spokane and Seattle, and Spokane and Portland, on a nonstop basis.

The same examiner also awarded United Air Lines permission to provide improved service between Spokane and California points, Boise, Salt Lake City and Denver.

The second case involved an examiner's initial decision permitting West Coast to delete nine cities from its routes on the basis of the CAB's "use-it-or-lose-it" policy.

This recommendation would have given the airline authority to drop four cities which it is authorized to serve but does not serve presently—Newport, Toledo, Ore.; Ogden, Utah, and Omak and Whidbey Island, Wash. West Coast also would be allowed to end service to Bellingham, Wash.; Cut Bank, Mont.; Burns and Lakeview, Ore.; and Logan, Utah.

WASHINGTON (UPI) — The "flames" message, supposedly flashed by the pilot of a doomed Pan American World Airways jet, may have come from another plane, it was learned today.

The Civil Aeronautics Board (CAB), UPI was informed by a reliable source, has evidence that the chilling words came instead from the co-pilot of a National Air Lines DC8 flying only 1,000 feet above the Pan American 707 just before it fell in flames at Elkton, Md., Sunday night, killing all 81 aboard.

The Federal Aviation Agency (FAA), which released the tape recording containing what presumably was the Pan Am pilot's final communication to the Philadelphia approach control must have come from Flight 214—the plane that crashed.

After the control center first heard "Clipper 214...out of control...down (or here) we go," it immediately asked: "Clipper 214, were you calling Philadelphia?"

A voice calmly answered: "Clipper 214...going down in flames."

Both the "out of control" message and the "down in flames" cry, the source told UPI, actually were flashed instead by one of the pilots on National Flight 15 which was in a holding pattern over New Castle, Del., at 6,000 feet—1,000

The archer fish, found in southeastern Asia from India to the Philippines, shoots jets of water to subdue insects.

feet above the Pan American jet.

Before what had been presumed to be the "final message," the Pan Am pilot had informed the control center he was "ready to go"—meaning he was ready to land any time he received permission.

"Clipper 214, stay in pattern," the center replied. "Roger, no hurry," was the answer—and the last positive

communication received from Flight 214.

Presumably, the CAB first learned that the final message probably came from another plane when investigators questioned the National pilots. Their testimony may be the most vital of all in the solution of the tragedy, for they apparently were the most reliable and closest eyewitnesses to the 707's death throes. There was no in-

formation what they told the CAB.

Now was there any immediate explanation how the National crew knew that the flaming jet below them was Pan American Flight 214. It was assumed that 214 was the aircraft below them in the holding pattern through previous communications on a radio frequency available to both planes.

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Lodge Refuses To Enter D.C. Preference Primary

WASHINGTON (UPI) — Ambassador Henry Cabot Lodge flatly refuses to be drawn into a Republican presidential preference primary in the District of Columbia because he has "no intention of running."

Lodge, the 1960 Republican vice presidential candidate who now serves as U.S. envoy to South Viet Nam, made the statement in a Dec. 4 letter to D.C. Republican Chairman Carl L. Shipley.

The former Massachusetts senator's name was mentioned as a GOP presidential possibility last week when it was reported that former President Dwight D. Eisenhower, an old friend, had written him, urging him to return to this country and vie for the nomination.

Lodge said he had received no such letter but that if he did he would consider "with great respect" any request from Eisenhower. Sources close to the former chief executive denied he sent such a letter but the feeling in the capital was that it expressed his views nonetheless.

Shipley said today he wrote Lodge Nov. 18, asking him to consider allowing his name to be entered on the May 5 primary ballot here, or at least to dispatch a letter saying he had "no objection" to such a move.

Lodge wrote from Saigon, saying, "I am not a candidate and, therefore, cannot give you such a statement. In fact, were I to write the type of letter which you request, it would put me in an extremely false position. Therefore, I must object."

"While I am naturally complimented that some people think I would make a good president, I have no intention of running and think the most helpful thing that I can do for the country at the present time is in my work here in Viet Nam," Lodge added.

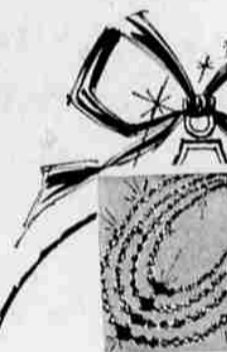
A ketch is a two-masted fore-and-aft rigged type of sailing vessel, according to the Encyclopedia Britannica.

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