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Air Rescue Service Suggests Plan To Reduce Disasters

By Ted Morello
(United Press Staff Correspondent)

McChord Field, Wash. (UP)—Air-craft tracing, search and rescue officials responsible for the Pacific Northwest, "ruggedest flying territory in the United States," have appealed to private pilots to file flight plans with the Civil Aeronautics authority for their own protection.

Capt. Robert H. Masonheimer, air rescue service squadron commander here, termed a flight plan "the best insurance if anything goes wrong." The unit engages in dozens of search and rescue missions annually for civilian planes which crash in the jagged, towering mountain ranges of Washington, Oregon, Idaho, Montana and British Columbia.

It was Col. Richard T. Kight, national commander of the army air rescue service, who called the McChord field area of responsibility "the toughest of any in the continental United States" because of the prolonged bad weather, broken terrain and sparse population.

Army flight service here, which handled more than 15,000 flight plans for military aircraft in the northwest since Jan. 1, explained the system gives search agencies a close position check on planes in flight.

Lt. Col. Joseph L. McNeil, flight service commander here, said that before take-off, military pilots are required to file ship number, plane type, pilot's name, departure point, flight altitude, route, destination, air speed, radio frequencies, departure time,

Limelight-House



Joan Birnie models the "Lighthouse" coiffure, a main feature at an Australian hairdressers convention in Sydney recently. A concealed battery actually illuminates a small bulb in the tower.

estimated time en route, hours of fuel on hand and alternate destination in case of bad weather over the original destination.

Would Narrow Search

"If we had that information on every civilian plane, we could normally narrow our search efforts to an area of 300 square miles," Masonheimer said.

In many cases, several days elapse before air rescue service is notified that a civilian plane is missing because the pilot failed to leave information at his de-

parture point, the captain said.

"Chances for rescue are slim in such cases, even when there are survivors to the crash," he added.

In cases where there are no facilities for making out formal flight plans, pilots should at least give a verbal notice of intention, Masonheimer suggested. Frequent radio contact with range stations by civilian pilots further aids search planes in locating downed planes, he said.

"Unless rescue units have a flight plan for guidance search for a missing plane becomes a guessing game causing costly delay," he pointed out. "The search parties must gather what scraps of information they can, choose between several alternate routes and then try to arrive at a search area which often extends over three states.

"Lives are lost that way."

Nebraska Sets Up Industrial Court

Lincoln, Neb. (UP)—Nebraska's court of industrial relations is open and ready for business.

The court was created by the 1947 legislature in an act forbidding strikes within the fields of government service and public utilities. The lawmakers directed the governor to appoint as judges three men experienced in "legal, financial, labor, and industrial matters, and not because they are representatives of capital or labor."

Gov. Val Peterson named three small-town lawyers to serve — Varro E. Tyler, Nebraska City; Arthur J. Denny, Fairbury, and Earl J. Moyer, Madison.

The judges will draw no salary, but will be paid \$50 a day for each day's service. Their decisions have the effect of law, and may be appealed only to the state supreme court.



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Tue, Dec 26, 2017