

WEATHER MAIN HAZARD FACING AVIATION LINES

Close Inspection Eliminates
Most of Dangers Due
to Plane Defects.

This is the second of a series on the
safety of travel by air.

BY ERNIE PYLE
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WASHINGTON, March 2.—It can
be said that transport aviation practi-
cally has whittled every hazard ex-
cept the weather.

In the last fourteen months, only
two fatal crashes on the airlines
have been due to causes other than
weather.

Two crashes out of 48,000,000
miles of flying is not abnormal. It
approaches the safety record of other
forms of transportation.

Close government and airline in-
spection of planes and pilots practi-
cally has eliminated such hazards
as structural failure and fire. There
is not much left but the weather.

And the weather, in the last four-
teen months, caused seventeen of
the country's fatal airline crashes.

Regulation Is Strict
Every time a death occurs on the
airplanes, there is public demand for
stricter government regulation of
flying. But, in fact, government
regulation is already very strict.

Control over interstate air com-
merce is vested in the commerce
department, by act of congress. This
control falls into two phases: (1)
Free aids to air navigation, such as
lighted airways, emergency fields,
radio beacons and weather stations;
(2) Regulation of conditions under
which all transport planes fly.

It is against weather, either direct-
ly or indirectly, that the govern-
ment has thrown most of its force
in helping make scheduled flying
safe.

To list a few of these safety pre-
cautions:

There are 19,500 miles of lighted
airways in this country.

On these airways are nearly 2,000
powerful beacon lights to guide the
fliers.

There are 404 lighted emergency
fields, strung out so that a plane
never is more than 15 minutes from
one.

Radio Adds to Safety

There are sixty radio beacons,
each with a range of some 200 miles,
constantly sending out radio waves
to keep the flier on the course.

There are sixty radio stations
sending out weather reports every
few minutes.

There are hundreds of weather
observers scattered over the coun-
try, and 15,000 miles of teletype over
which these weather reports are
transmitted instantly to the sixty
radio centers for broadcast to the
pilots.

There are seventy-five inspectors
constantly watching the operations
of all the airlines, and riding the
planes back and forth across every
state in the union.

The airlines themselves have set
up a great safety network. They
have built radio stations of their
own, and equipped their planes with
two-way radio sets.

Experts Pilot Planes

They have built fine airports,
hired and trained 700 of the best
pilots in the country. They main-
tain elaborate mechanical and in-
spection forces to keep their planes
in perfect condition.

And still, with all this, there were
seventeen fatal crashes caused by
bad weather on the airlines since
the beginning of 1931.

There may have been instances
where the crash was caused by an
unwise pushing ahead into thick
weather. But many of them were
less deliberate. Weather reporting
is not yet perfect. The flying judg-
ment of the best pilot in the world
is not infallible.

There may be some instances of
actual criminal negligence, or in-
excusable bad judgment. The fed-
eral government, obviously, has not
enough money or men to put an
inspector on every plane that flies.

Enforcement of regulations is
difficult. Stricter enforcement can
be accomplished only when all the
states pass across-the-board laws uni-
form with the federal act.

Then actual enforcement can be
handled by state officials. There
then can be enough inspectors to
keep a closer watch for negligence
and unsafe practices on airlines.

Next: Strict Regulations Guard
Travelers by Air.

Schedule Is Revised

Revised schedule on eastbound
passenger plane to Transcontinental
& Western Air, Inc., effective to-
day has been announced by R. B.
Barratt, local traffic representative.

Eastbound planes will leave Kan-
sas City at 9 a. m., reach St. Louis
at 11:05 a. m., arrive Indianapolis
at 1:02 and depart at 1:12; arrive at
Columbus, O., at 2:43 p. m., and ar-
rive at Newark, N. J., at 8:42 p. m.
eastern standard time.

Westbound planes will continue to
depart from Indianapolis at 3:49
p. m.

Three hours elapsed time will be
cut from the mail and express plane
schedules between New York and
Los Angeles, the planes making the
cross-country flight in twenty-two
hours, forty-two minutes.

Fliers Seek China Duty

WASHINGTON, March 2.—
Washington is being visited by doz-
ens of aviators who are hoping to
sign for duty in China.

The applications show a surpris-
ing amount of unemployment
among flying men. Many of them
own planes but nothing else.

"Could you let me tie my plane
down outside the hangar for the
night?" one pilot asked an official
at Washington-Hoover airport. "I
haven't a penny."

Another wanted to pawn his pa-
rachute.

An official asked one of the pi-
lots how he managed to buy gaso-
line.

"I don't," the flier replied, "I fly
along until I spot a prosperous
bunch of farm buildings and pick
out a tractor in the field. Then
I land there. I give the farmer a
hard luck story, he drains his tractor
and his extra tanks, fills me up,
I take him for a little hop, and I'm
on my way again."

Lightning Strikes Twice



Mrs. Alice Fowle (left) and Miss Margaret Jessee

Being robbed by the same band-
it twice in one afternoon was the
unusual experience of Mrs.
Alice Fowle, 34, of 2358 North
Illinois street, clerk for the Nancy
Hart Candy Shops, Inc.
In the first robbery, Mrs. Fowle
was at work in a shop at 102
Monument Circle with Miss Mar-

garet Jessee, 21, of 412 North
Alabama street, another victim of
the bandit.

Four hours later, Mrs. Fowle
faced the same gunman while at
work in another shop at 23 East
Market street, following which
the bandit suspect was captured
and confessed the crimes, police
say.

EX-POSTAL VETERAN CLAIMED BY DEATH

Frank A. Schmedel Rites
Slated Wednesday; City
Tailor Dies.

Deaths in four city homes Tues-
day claimed a retired postal em-
ployee, a podiatrist, a Democratic
worker and a well-known tailor.
Funeral services will be held at
3:30 Wednesday afternoon at the
Flanner & Buchanan mortuary for
Frank A. Schmedel, 58, retired postal
employee, who died on Monday
night at his home, 4144 North Cap-
itol avenue, after a long illness.

A native of Indianapolis, Mr.
Schmedel entered the postal service
in 1897 and, after his retirement,
became a home office inspector for
an insurance company. He was a
Mason and a member of the Third
Christian church.

Survivors are the widow, Mrs.
Katherine Schmedel; a daughter
and two sons.

Veteran Tailor Dies

Charles Johnson, 67, a tailor for
nearly twenty years, died Tuesday
at the Moose home, 135 North Del-
aware street, where he had lived
several years.

Last rites were to be held at 2
today at the Finn Brothers, under-
taking establishment, with members
of the Moose order in charge. Burial
will be in Crown Hill cem-
etery.

Mr. Johnson, a native of Ger-
many and said to have served as a
valet to a member of the Romanoff
family, came to this country twenty-
five years ago. He was the last
surviving member of his family, all
of whom perished in the World
war.

Woman Podiatrist Dies

Last rites for Miss Frances A.
Smith, 58, podiatrist for twenty-
two years, who died Monday night
at her home, 1603 Central avenue,
were to be held at 2 today in the
Shirley Brothers chapel, 946 North
Illinois street. Private burial will
be in Crown Hill cemetery.

Miss Smith was the daughter of
Albion Smith, publisher of the Leu-
anon Patriot, the Franklin Republi-
can and several other Indiana
newspapers.

John Nolan, 66, active Twelfth
ward Democratic worker, died Tues-
day at his home, 2146 Singleton
street.

Born in Ireland

Funeral services will be conducted
at 8:45 Friday in the Beck & Speak
undertaking establishment and at 9
at St. John's church. Burial will
be in Holy Cross cemetery.

Born in Ireland, Mr. Nolan came
to Indianapolis forty years ago and
had been an employee of Kingan &
Co. since. He was a member of the
Red Men's lodge.

Word of the death at Kansas
City, Kan., Tuesday of Emmett B.
Moore, a native of Hendricks coun-
ty and cashier of the Chicago &
Alton railroad in the Kansas city,
was received by relatives here.

FARM WOMEN TO MEET

Annual Conference Will Open Here
on Thursday.

More than 500 delegates and vi-
sitors are expected to attend the
second annual Indiana Farm
Bureau Women's Conference, to be
held here Thursday and Friday.

Edward A. O'Neal and M. S.
Winder, president and secretary,
respectively, of the American Farm
Bureau, are scheduled to speak at
the session. W. H. Settle, Indiana
Farm Bureau head, will welcome
delegates.

Feature of the sessions will be a
play by Butler university students
portraying growth of the bureau.
Breakfasts and luncheons will be
held on the two days for various
districts.

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JOKES LIGHTEN JOB AT INCOME TAX WINDOWS

Federal Employees Relate
Amusing Incidents as
Returns Are Filed.

An Indianapolis business man
walked into the income tax offices
at the Federal building today and
asked one of the department's ex-
perts to help him file his return.

Everything was filled out in order
until the item, "Contribution," was
reached. The tax employee looked
up inquiringly at the applicant.

"Well," said the business man, "I
kept my brother-in-law, my sister,
my mother-in-law, —well, I kept
about all my family."

"But you can't list that here," said
the tax employee; "this refers only
to organized charity."

"Say, listen," retorted the busi-
ness man indignantly, "if that
bunch wasn't organized, I don't
know who was!"

Congress Adds Perplexity

That and other amusing tales of
income tax applicants were related
today by income tax employees.

"One man," said E. E. Neal, head
of the income tax bureau, "had been
reading the accounts of congress'
discussions too avidly in the news-
papers. He filed his return on the
basis of what congress thought it
might do with the income tax laws."

A middle-aged woman walked up
to the information desk in Room
309, where the employees assist per-
sons making returns, and asked to
file her return.

An employee hastened to aid her.
At the item relating to marriage
he was instructed to place "not
married."

"Sir, What Do You Mean?"
Directly under that was another
item of a totally different character
regarding changes during the year.
He placed "No Change."

The woman thought it read "No
Change."

"She was pretty mad at me," re-
lated the income tax aid today, "I
had a sweet time explaining to her
that it was a 'G' and not a 'C'."

The word "depression" has made
so much headway that it's even
stealing into the income tax re-
turns," asserted another office em-
ployee.

"One man filing his return put
down 'depression on furniture' in-
stead of 'depreciation'."

March 15 Is Deadline

Only two weeks remain for re-
turns to be filed, Neal stressed to-
day, as March 15 is the deadline.
Many persons, he said, have re-
frained from making returns be-
cause of the uncertainty of con-
gress' moves. Continued postpone-
ment will cause an unprecedented
rush, he said, and he urged all per-
sons who have not yet filed to do so
immediately.

Judge Robert C. Baltzell has
allowed the tax department use of
the federal grand jury room, Room
309, and a large staff is on duty
assisting all applicants.

STOP THAT COLD
DISTRESSING cold in chest or
throat—that so often leads to
something serious—generally responds
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keeping with the plan for this big
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Trustee, as well as Pettis' present
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