

## STRICT SAFETY RULES GOVERN AVIATION LINES

Government Seeks to Put Every Safeguard Around Air Passengers.

This is the third of a series on safety of aviation.

BY ERNIE PYLE  
Scripps-Howard Aviation Editor

WASHINGTON, March 3.—Government regulation of airlines is not yet as all-encompassing as the regulation of railroads, since there is no attempt to fix rates or limit the number of lines over a certain area. However, in respect to safety measures, air regulation is believed to be nearly equal to rail.

Every interstate passenger airline must have a certificate of authority from the department of commerce.

To obtain this certificate it must comply with a set of safety regulations filling a volume. It would be impossible to list them all here, but they include such examples as the following:

Planes must carry a full set of "blind" flying instruments.

Pilots must be licensed, and are allowed to fly only so long each day, to avoid strain.

### Must Pass Inspection

Planes and motors must pass government inspection every so often.

The ground organization of the airline must meet with government approval.

The department must approve the route over which a line runs and all fields at which planes regularly stop. Several lines have been forced to change their routes in the interest of safety.

All planes must carry fire extinguishers, safety belts, first-aid kits and oxygen tanks when smoking is permitted.

All planes must have radio receiving sets if they fly over an airway provided with radio range beacons (and most of them are).

Every plane must carry 35 per cent reserve fuel supply.

A new pilot must make five trips over the route before he takes a plane out with passengers.

### Co-Pilot Ordered

A co-pilot must be carried if the plane holds fifteen passengers or more.

Some form of ground communication (such as the teletype) is required, so that all points along the airway can be in constant touch.

Pilots must test each motor at full throttle before taking off.

Planes must fly only in certain weather. If the ceiling is below 500 feet, they are to turn back to the nearest field.

A new regulation is about to be put in, raising the minimum standard for airline pilots far above the present requirements. It is considered one of the most important steps toward safety the government has made.

### Weather Great Hazard

Accidents can not be regulated out of existence. When the government can pass a miracle regulation prohibiting bad weather, then accidents in scheduled aviation will be few and far between.

They will dwindle, anyhow, as the years go by, but only with further development of flying instruments, further knowledge of weather forecasting, and the use of extreme caution by airline pilots and operators.

Next—Would a Parachute Save You?

### Fast Mail Plane Ordered

By United Press  
LONDON, March 3.—A mail airplane, to attain top speed of 200 miles an hour, has been ordered by the British air ministry.

The specifications require that it shall be designed for a cruising speed of more than 150 miles an hour, carrying two pilots, 1,000 pounds of mail and sufficient fuel for 1,000 miles nonstop.

Provision must be made for elaborate navigational equipment suitable for night and day flying.

A big increase in the use of air mail service during 1931, indicating steady growth of public confidence in the airplane, it is believed, was the prime factor in the air ministry's decision to order the new high-speed mail carrier.

STATE CITIES NAME PROBATION OFFICERS

Appointments Made in Ft. Wayne and East Chicago.

Two new city courts of Indiana have appointed probation officers, according to the adult probation law of 1931, which gives to judges of city courts in cities of the first and second-class the right to appoint one or more probation officers, according to needs.

The new officers are: Mrs. Margaret Phillips, Church, Ft. Wayne, appointed by Judge Bert A. Fagan, and Max M. Friedman, East Chicago, appointed by City Judge Michael Havran.

The only Indiana city courts now entitled to probation officers that are without them are those of Muncie, Hammond and Anderson. In Terre Haute two police matrons do the work of city probation officers.

**LOW FARE**  
to  
**NEW YORK**  
and return

THURSDAY, MARCH 10

**\$30.20** Round Trip

RETURN LIMIT 16 DAYS

Tickets honored in sleeping and parlor cars, Pullman fares extra.

Stopovers permitted at Buffalo and beyond on going trip, and at all points on return trip. Free side trip to Niagara Falls.

Tickets and reservations at City Ticket Office, 112 Monument Circle, phone Riley 3322, and Union Station.

**BIG FOUR ROUTE**



BY BEN STERN.

WHEN Congressmen Louis Ludlow, of Indianapolis, and William H. Larrabee begin campaigning within a few months for re-nomination and re-election, they as well as nine other Hoosier representatives, will have to answer the pertinent question as to why they did not sign the resolution asking consideration of the home rule prohibition amendment.

Only two members of the Indiana delegation, both Democrats, signed the resolution. They are Samuel B. Pettengill of South Bend and John W. Boehne of Evansville.

The remainder have been strangely quiet.

It is certain that voters in the Twelfth district, which means the western half of Marion county, are going to put the question to Ludlow; while Larrabee, who must make the race in the new Eleventh, containing Anderson and the eastern half of Marion county, will face the same interrogation.

It is a peculiar thing that these two congressmen, representing two cities with a large wet sentiment—Indianapolis and Anderson—have not sensed the turn in public sentiment against the dry law.

But it has been some time since the two have been back home and quite evidently they have not been watching the various prohibition polls.

What their explanation will be is uncertain.

Granting that many voters believe that it is a nice thing to have a cruiser named after the city, that honor seems quite empty compared with expressions for a return to normalcy on prohibition.

Ludlow is not so popular in his new district, because those voters residing in the west half of Center and in Wayne and Decatur townships feel that he is a silk stocking, while the hardshell Democrats believe that "you would have to give him a blood test to find out whether he is a Democrat or a Republican." They recall that his stand on the high tariff was in doubt and that many telegrams were sent urging him to vote "no."

Larrabee is a sort of unknown quantity in this country.

While the party leaders here feel that, in the interest of harmony and solidarity, there should be no candidate for the Eleventh district congressional nomination from Marion county, yet there are many aspirants for Larrabee's toga out in Irvington.

The First and Ninth wards of the city contain many railroaders, absolutely against prohibition, and they are eager to vote their sentiments.

A good alibi salesman should be able to do some business with the two, as well as with many others, including Courtland C. Gillen of Greencastle, who has Terre Haute in his district.

It's going to be pretty tough for some of the boys.

**Britain to Repay Millions**  
LONDON, March 3.—Great Britain is repaying \$150,000,000 in credits to the United States on Friday, Neville Chamberlain, chancellor of exchequer, announced in the house of commons.

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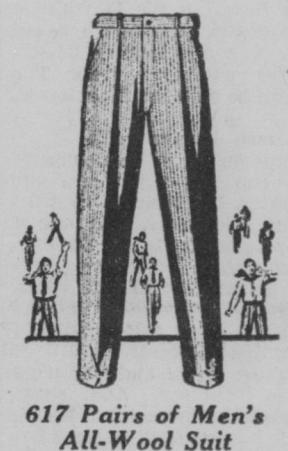
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**10c**  
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A pert bit of diagonal striped jersey; soft crushable, light as a feather! Wear it turned up in front; wear it turned up in back—it's becoming to everybody! Pastels, dark colors and vivid new shades for sports wear.

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Black and high colors in smart Cellophane and \$1 rough straws.

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