

## RADIO BEACON IS BLAMED BY AVIATION LINE

U. S. Denies Charge That Directional Beam Was Faulty.  
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severely. Both are guarded closely. The bodies of the 11 victims—nine passengers and two pilots—have been claimed by friends and relatives.

They were carried out over the steep mountain trail yesterday after mountaineers had hacked a path from the mangled plane to a winding mountain road.

From the company's resumes of Miss Granger's story, it appeared that Pilot Ferguson, flying blind in a thick fog, was unaware of his danger until a split second before the twin-motored Douglas monoplane crashed into the mountain top shortly after 10 a. m. yesterday. A short time earlier Miss Granger had gone to the pilot's cabin and asked Ferguson how soon he would land in Pittsburgh. Ferguson replied, "In a few minutes."

Miss Granger told her passengers to adjust their straps (air passengers are required to strap themselves to their seats when a plane is about to land), and went to the tail of the plane and sat down in her own seat. A minute or so later the plane crashed. She was thrown clear and recovered consciousness "looking at the sky."

This made it appear that Pilot Ferguson believed he was coming into the Pittsburgh airport, some 40 miles north of the scene of the crash. At approximately the same time he told Miss Granger he was going to land "in a few minutes," he said into his radiotelephone:

"Flying blind at 3000 feet, Letting down to land at Pittsburgh."

Message Heard at Pittsburgh

This message, picked up at T. W. A. ground stations at Newark and Pittsburgh, was the last word from the plane. More than three hours later, Miss Granger's frantic voice, coming over rural telephone lines into Pittsburgh T. W. A. headquarters, announced the tragedy.

Pilot Ferguson, with Co-pilot H. C. Lewis at his side, took off from Newark at 7:45 a. m. yesterday in good weather, with good weather promised over the Pennsylvania mountains, one of the worst stretches of flying country in the world.

He landed at Camden and continued without incident until he reached the mountains, where a thick fog overtook him. It was cold enough for ice to form on his wings and air experts believed that when he first saw the mountain looming through the fog ahead, his plane might have been so overweighted it could not respond to the controls quickly enough to lift over it.

### Bears Out Charge

Miss Granger's story tended to bear out the company's charge that the radio beam had not been functioning properly, deceiving the pilot into the belief that he was near the Pittsburgh airport.

Four of the victims were students of the Valley Forge Military Academy, of Wayne, Pa., awarded airplane trips for scholastic excellence. They were Robert G. Evans, 18, Lancaster, Pa.; Crawford T. Kelly, 18, McKeesport, Pa.; Donald V. August, 17, Grove City, Pa., and Charles H. Smith, 17, New Kensington, Pa.

The other victims were Frank Hardeman, 33, and John J. O'Neill, 32, officials of a Jersey City local of the International Brotherhood of Iron Workers, en route to a union convention in St. Louis; Guy R. D'Arc, an engineer of Sao Paulo, Brazil, and G. W. Heffernan, a salesman, of New York.

Misses Birthday Party

Otto Ferguson, Transcontinental Western Air pilot, killed when his plane crashed near Unontown, Pa., yesterday, was to have celebrated his birthday at Municipal Airport, Nish Dienhart, manager, revealed today.

H. C. Lewis, co-pilot who also was killed in the crash, and Miss Nellie H. Granger, hostess were to have joined in the celebration.

Dienhart arranged for the party after Ferguson remarked Sunday that yesterday would be his birthday.

The celebration would have been confined to the 10-minute stop-over before the luxurious Sun Racer was to have left for St. Louis and Kansas City.

Three weeks ago Dienhart met Ferguson in Kansas City while the former was making an inspection tour of radio control towers.

Ferguson expressed keen interest in the possibility that the Municipal Airport here might soon have a blind landing approach system and offered several suggestions on its installation from a pilot's viewpoint.

MICHIGAN CITY ASKS CONGRESS FOR FUNDS

PWA Lacks Money for Sewage Plant, Representatives Told.  
By United Press

WASHINGTON, April 8—Michigan City (Ind.) representatives turned to the White House and Congress today in an effort to obtain funds for additions to the city's sewage disposal plant, after being informed that the Public Works Administration had no funds available for the purpose.

Rep. Samuel B. Pettengill (D. Ind.) said PWA officials expressed approval of a project to spend \$150,000 to complete and perfect the sewage plant, but pointed out that all available PWA money already has been allocated to other projects.

RAPS TOWNSEND CHIEFS

Rep. Bell Claims They Are Trying to Block Probe.  
By United Press

WASHINGTON, April 8—Chairman C. Jasper Bell (D. Mo.) of the House-old-age pension investigation, charged today that the Townsend movement was trying to halt the inquiry because some of its leaders are getting jittery."

The Townsend organization directors previously had ordered legal representatives to start court action to halt the House inquiry.

## Fire Adds to Storm's Toll of Death, Destruction



Fire increased the toll of death and destruction in the wake of the tornado which leveled one-half of the city of Gainesville, Ga., taking the lives of more than 150 persons, injuring 650, and inflicting damage of \$6,000,000. This photo, made by Eastern Airlines from a plane flown

over the stricken area, shows smoke billowing up from a blaze in the downtown district where shattered buildings made ready fuel for the flames. The two buildings in the foreground were unroofed by the twister, which left 2000 homeless in the city.

## UNITED FRONT' IS SAFETY PLAN

Industrialists, City Officials Meet to Co-ordinate Traffic Campaign.

The Citizens' Safety Committee, made up of city officials and representatives of private industries, took steps to establish a "united front" in the campaign against traffic accidents at a luncheon meeting in the Columbia Club today.

Efforts are to be made, leaders said, to co-ordinate this organization's work with that of the Governor's Safety Committee and other groups.

Traffic Capt. Lewis Johnson told members the new triplicate stickers had reduced parking violations, and relieved congestion in the mile square. He added that police also were working to eliminate other traffic law violations.

"The department," he added, "needs 15 new motorcycles. The city is buying these for us four at a time. Many of our motorcycles are between 6 and 7 years old, and so worn out as to make it difficult to catch speeders."

## FACES ARRAIGNMENT IN HUSBAND'S DEATH

Brownsburg Woman Held on Manslaughter Charge.

By United Press

DANVILLE, Ind., April 8—Mrs. Gertrude Black, 29, was to be arraigned in Hendricks Circuit Court today on involuntary manslaughter charges in connection with the fatal shooting of her husband, Harry, 42-year-old Brownsburg farmer.

The shooting climaxed a day of domestic quarreling, witnesses said.

**Heart Disease Fatal**  
William Napier, 57, of 554 Chase-st, who has been ill two years, died today of heart disease while talking to a neighbor in front of 1436 Oliver-av. The body was sent to City Morgue by Coroner William E. Arbuckle.

"If an organized group of voters

## RULINGS ON PARTY SLATES SENT OUT BY DEMOCRATS

State Central Committee Distributes Opinion of Board of Election Commissioners to County Groups.

The Democratic State Central Committee today sent all county organizations copies of an opinion of the State Board of Election Commissioners, citing the law regarding the filing of "slates" at or before the

is to sponsor such slate, then both the slate as distributed, and the consents as filed, shall show the name of the organization and be signed by its officers.

"If any slate is distributed without the said consents having been filed in the office of the clerk of the Circuit Court at least five days before the distribution of such slate, any person distributing such slate may be guilty of a misdemeanor and subject to both fine and imprisonment."

### ARSON SUSPECT GUILTY

Bruce Walters Gets 180 Days on Farm, Draws \$100 Fine.

Bruce M. Walters, 1115 S. Denison-st, today was found guilty of attempted arson, was fined \$100 and costs and sentenced to 180 days on the Indiana State Farm by Municipal Judge Charles J. Karabell.

His conviction was in connection with the burning of a barn on the land of Mrs. Eva Wright at 4509 W. Morris-st.

Monday is to be "Garden Club and North Side Realtors Day" and "Home Builders and Construction League Day" is scheduled for Tuesday. Wednesday will be "Architects Day." April 23 will be "Real Estate Board Day"; April 24, "Allied Florists Day"; April 25 will be "Old House Day." The show will close Sunday.

## ANNOUNCE SPECIAL HOME SHOW DATES

Sponsors Designate Days for Visiting Groups.

Special guest days at the Home Show were announced today by J. Frank Cantwell, director of the exposition which will be held at the Manufacturers Building, State Fair-ground, April 16 to 26.

Opening-day ceremonies are to be under the direction of the Federal Housing Administration and R. Earl Peters, Indiana director. The FHA is co-sponsor of the exposition.

Friday will be known as "All-Building Industry Day" and Saturday has been designated as "Education Day." Sunday has been selected as "Indiana Day" and special letters of invitation to organizations throughout the state have been issued by Ted C. Brown, Home Show president.

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## HOSTESS WANTS TO FLY AT ONCE, REPORTER TOLD

'Why Wasn't I Hurt?' Sobs Heroine of Air Disaster.

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on the wing, but it didn't appear serious.

We kept on flying.

I still was at my work.

Maybe it was one minute, maybe five, but we began to glide.

No, it wasn't a glide, though, like we were landing.

We started to settle; every moment I could feel the plane slipping lower and lower.

Couldn't See Ground

It was still foggy.

I was kind of perplexed about it, but Ferguson didn't seem worried about anything.

The fog was so bad we couldn't see ground, though I knew we must have lost plenty of altitude.

I remember catching a brief glimpse of a city below us, and thinking there's Pittsburgh.

We still kept slipping, and I was working at the back end of the plane when it happened.

I don't know how to describe it.

Thrown From Aisle

The plane teetered quickly, sharply in one moment, and threw me from the aisle into a seat, on someone's lap. I saw that the ring wing had shaved the top off a tree. Or rather the tree had shaved the wing off, and caused the plane to spin to the right. This is what threw us all sideways.

I knew then that we were crashing, but I didn't have time to think those things out in the flash it takes to crash. I know that now.

I remember a ripping sound, like tearing a piece of cloth, only much rougher and louder, and then the crash.

That's all I remember for a while. I must have been thrown clear. When I woke up I was on the ground and the plane was burning. It had broken into two parts, and only one part had caught fire.

Not Big at First

It wasn't a big fire like you'd expect, at first; but then the fuel tanks exploded, one by one, and the whole plane, except the small piece that had broken off and was some yards away, was all flames.

I didn't hear anybody screaming in the fire. I couldn't see anybody. I hardly thought about it. I could see two persons in the part of the plane that wasn't burning, and I helped them out of the wreckage. One was a man, one a woman (C. C. Challinor and Mrs. Ellenstein).

I guess I must have realized I couldn't do anything.

The woman was all cut and her

## OFFICIAL WEATHER

United States Weather Bureau

Sunrise ..... 5:18 | Sunset ..... 6:16

TEMPERATURE

April 8, 1936

7 a. m. ..... 35 | 1 p. m. ..... 38

8 a. m. ..... 37 | 2 p. m. ..... 34

9 a. m. ..... 37 | 3 p. m. ..... 37

10 a. m. ..... 33 | 4 p. m. ..... 40

11 a. m. ..... 30 | 5 p. m. ..... 36

12 m. ..... 30 | 6 p. m. ..... 32

WEATHER IN OTHER CITIES AT 7 A. M.

Station. Weather. Bar. Temp.

Bismarck, N. D. Cloudy 29.90 32

Boston ..... Clear 29.84 33

Cincinnati ..... Clear 30.54 28

Chicago ..... Cloudy 29.80 42

Denver ..... Cloudy 30.58 50

Hartford, Conn. ..... Cloudy 30.00 40

Helena, Mont. ..... Cloudy 30.38 35

Little Rock, Ark. ..... Cloudy 30.18 38

Minneapolis ..... Snow 30.00 32

Mobile ..... Cloudy 30.26 52

New Orleans ..... Clear 30.22 32

New York ..... Clear 30.22 32

Omaha, Neb. ..... Cloudy 30.94 36

Pittsburgh ..... Clear 30.46 24

Portland, Ore. ..... Cloudy 30.11 32

San Antonio, Tex. ..... Clear 30.11 45

San Francisco ..... Foggy 30.12 32

Tampa, Fla. ..... Foggy 30.44 32

Washington, D. C. ..... Clear 30.44 32

Legs were hurt badly, and she was moaning.

I started running.

And I found a road. It was only a little ways from where the plane crashed.

Finally I came to a house, and ran up and banged on the door and then went right in. There was nobody there.

Then I ran on, and finally came to Mrs. Addis' place, where there was a telephone. Called up the airline officials on her phone and told them about it. Then Mrs. Addis got a friend to take me back up the road in his car.

(The nurses told Miss Granger she should rest, shouldn't try to talk, that she was tired enough already, and should sleep.)

I want to talk about it. I want to tell everything. I want to fly again, too. To show I'm not afraid.