

# FIRST STORY OF CAPITAL'S FALL

Reynolds Packard Sees Last Stage of Battle.

(Continued From Page One)

Control of this key Manchurian city soon also cuts the Nationalists off from the rest of northern Manchuria, including Harbin, which the Russians were scheduled to leave April 25.

All six redoubt buildings in Utopia Circle were taken by the Communists Thursday afternoon and evening (April 18).

Earlier in the afternoon, the city hall went up in flames after it was pounded for hours by artillery fire from the east and west.

Charlotte Ebner and myself nearly were trapped in the central bank when we went there Thursday afternoon with Mayor C. M. Chao, a graduate of the University of Wisconsin.

Bullets began to whistle over the soon more often and soldiers manning the sandbagged roof ledges were getting wounded.

I found Miss Ebner and the mayor, and we hurried out, intent on getting back to the mayor's house. We scrambled into an automobile when a volley of bullets sprayed the munitions-packed courtyard. One bullet hit our car.

We saw the wounded carried off in burials bag stretchers and the retreating columns of the Nationalists pouring into the building for a final stand.

We slipped into a doorway along with our chauffeur. When a full came, we climbed into the automobile. As we sped the half-mile to the mayor's house, we passed jogging columns retreating towards Utopia Circle.

Three more sniper bullets hit our car.

A half hour later, we looked out the windows as thousands of Communists laden with rifles and machine guns came creeping through the backyard of the mayor's house towards Utopia Circle.

The battle for the circle had started and our house had become a front line position, now receiving Nationalist fire.

Some Communists smiled at us as they looked at the American flag on the rooftop. Next door, they had already started digging trenches and setting up 37's and machine gun nests.

Then the Communists entered our house. They began observing from our sun porch and sniping from mounted guns.

They looked at us as if we were creatures from the zoo. Few of them ever had seen the Americans and most of them thought we were Russians. They tried a few of their Russian phrases they had learned.

# Northrop's 104-Ton Flying Wing Prepares for Trial Flight As One of Army's Top Secrets Is Unveiled in California

By MAX COOK  
Scripture-Howard Aviation Editor  
NEW YORK, April 29.—The plane that looks like a boomerang, Northrop's giant, tailless Flying Wing, underwent final adjustments today at Hawthorne, Cal. in preparation for trial runs within the next 45 days.

Early in June the plane will be flown to Muroc, Cal., army airfield on the Mojave desert, for detailed tests and acceptance by the army. Northrop's 104-ton giant Flying Wing—one of army's hottest top secrets—was unveiled in Hawthorne, following its completion at an estimated cost of \$13,000,000.

Shaped like a huge boomerang, with no conventional fuselage and no tail, the XB-35 has exceptionally long range.

Its useful load is 73,000 pounds and it could reach 120,000 pounds, just five tons less than the gross weight of 130,000 pounds for the B-29, army's world war II heavy-weight bomber.

Has Range of 10,000 Miles

In other words, if 10,000 pounds were dropped from the B-29's gross weight and it was then disassembled, the B-29 could be carried by the Flying Wing.

Cruising and top speed of the XB-35 is a secret but it is said to be 100 miles per hour faster than a similarly powered bomber of conventional type. This would place it in the class of some of our fastest wartime pursuit ships.

The Flying Wing's designated range is an astonishing 10,000 miles. That means it can reach a point 5000 miles from its base and then return to base, non-stop. New York to Berlin and return might be used as an example.

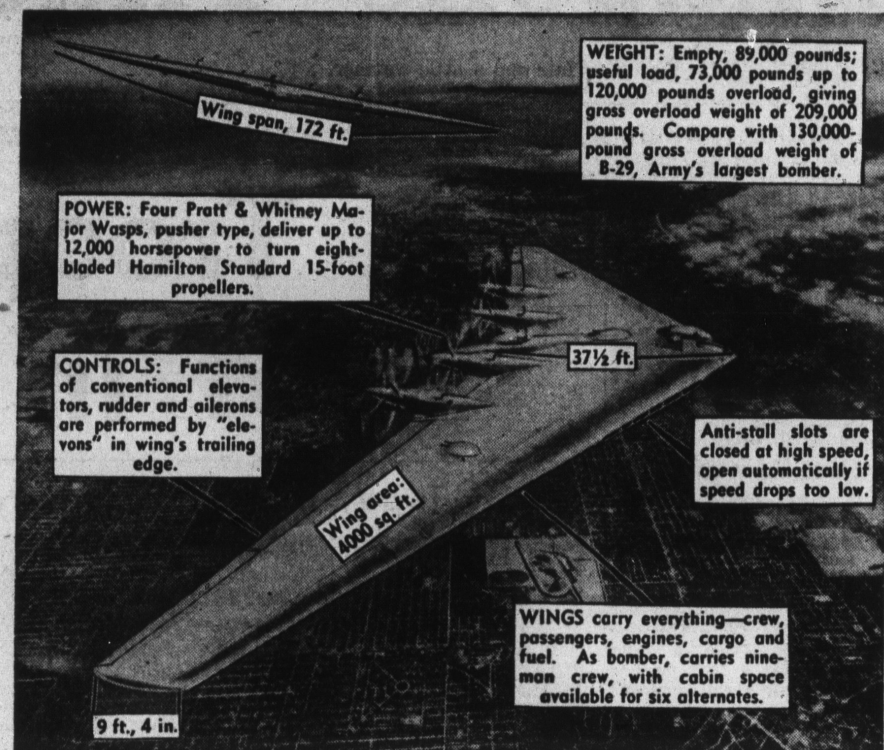
Army announced today 15 of the giants will be produced and flown by Northrop Aircraft Co., under army contracts. No figure was given on the cost of each but it will be considerably less than that of producing the first bomber.

Started in 1943

Under construction since early 1943, the XB-35 has a wing span of 172 feet with an area of 4000 square feet. Four Pratt & Whitney Wasp Major engines deliver a total of 12,000 horsepower, turning four eight-bladed Hamilton standard coaxial pusher propellers. The engines are installed in the trailing edge of the huge wing, in submerged housings.

"Elevons," a Northrop development, combine the functions of both elevators and ailerons. Regular crew consists of nine men but there is cabin space available for six more.

The crew includes pilot, co-pilot, bombardier, navigator, engineer, radio operator and three gunners, all housed within the wing itself. Gasoline is carried in bomb bays



Pictorial above shows salient points of the army's hitherto secret "Flying Wing," officially designated as the XB-35 bomber. In construction since early 1943, the plane has been completed at Northrop Aircraft's Hawthorne, Cal., plant. Designed as a bombardment-type plane of extraordinary range and heavy load capacity, it may now be adapted as cargo plane.

and other wing compartments. A new aluminum alloy, developed by Alcoa and said to be considerably stronger than previous material of similar nature, was used in wing construction.

53 Feet Long

Sweeping back from center to tips, the wing section is 37 1/2 feet long at the center and tapers to slightly more than nine feet at the tips. The overall length of the ship thus is a little more than 53 feet. Without its load, the sky giant will weigh 89,000 pounds.

Northrop engineers say the XB-35 has an extremely high ratio of lift to drag, as all exposed sections of the plane contribute to lift.

They add if two airplanes, one a Flying Wing and the other conventional, were built for the same purpose, with identical power, gross weight and fuel load, the Flying Wing will carry one-fourth more useful load in the form of passengers, cargo or fuel. It will travel one-fourth farther with an identical fuel load, they say. It will transport 25 per cent more load over a given distance on a given amount of fuel, and it will travel substantially faster with the same thrust or horsepower.

Engineers say the XB-35 is at least 20 per cent faster than a conventional plane of same load and horsepower. Thus, if a conventional bomber of certain weight could fly at 350 miles per hour, a Flying Wing of same load and horsepower would fly at about 437 miles per hour.

Twenty-three years of research and millions of man hours went into the XB-35 development. Northrop developed and flew 12 tailless craft since 1939. The NIM, a small flying wing, was flown in 1940. Plans first were drawn by Jack Northrop in 1923.

The XB-35's current, used to operate the big tricycle type landing gear, gun turrets, bomb bay doors and other equipment of 208-volt variety, would operate 250 electric lights on one.

Ten miles of electric wiring carry

120 kilowatts an hour, sufficient to supply 1000 homes. A special "hopped up" version of "Elmer," the automatic pilot, actuates the controls and keeps the Flying Wing flying straight and true. Nine-ton horsepower is "tapped off" its 12,000 horsepower reserve of its engines to actuate the control surfaces.

Double split-flaps, which open like a clamshell, form the "trim" flaps at the trailing edge of the XB-35 wing, near the tips.

This "one of a new family" of airplanes was developed with the engineering co-operation of Air Technical Service command experts at Wright field, Dayton, O.

One engineer remarked, "If you've never seen a barn door flying, you're gonna see it soon; the XB-35 is bigger than a great many barn doors."

# MINE WORKERS RESUME TALKS

Agree to Negotiations After 19-Day Lapse.

(Continued From Page One)

dent John L. Lewis and other union officials. He had talked yesterday with operator representatives in long-deadlocked negotiations.

At Chicago, meanwhile, representatives of major railroads prepared for a meeting with the presidents of two railroad brotherhoods which have threatened to strike May 18. The walkout would halt railroad traffic throughout the country.

Branded "Wholly Inadequate"

The conference was called to consider recommendations made by an emergency fact-finding board which suggested a wage increase of 16 cents per hour and 15 changes in working rules.

If the conference fails to reach an agreement the strike could be averted only by President Truman. He could either seize the railroads or reconvene the fact-finding board.

The government has seized the railroads on only two other occasions, both during wartime.

Mr. Schwellenbach appointed Edward F. McGrady, former assistant secretary of labor, as a special mediator. Mr. McGrady is vice president in charge of labor relations for Radio Corp. of America, and is an expert conciliator.

Meanwhile, an official of the civilian production administration reported that steel production might drop to 50 per cent of capacity this week as a result of a coal shortage. Most steel producers have dug into their coal reserves and have maintained output at 73.6 per cent of capacity, the official said.

Walkout Postponed

However, he said, the steel industry had been gambling on a short coal strike, and will be forced to cut down production sharply until the strike is settled.

A threatened walkout of C. I. O. utility workers, which would have cut off power for Northern California, was postponed on Mr. Schwellenbach's request for further negotiations.

The union agreed to delay a strike until May 5 to let Noel Fox, Mr. Schwellenbach's representative, hold a conference May 2. The union demanded a 20 per cent wage increase. The Pacific Gas and Elec-

# Ex-\$100-a-Week Salesman On \$649,000 Spending Spree

(Continued From Page One)

Philadelphia, made \$200,000 before he started swindling his creditors, Mr. Hogan said. He formed the Metropolitan Machine Shops, Inc., in the summer of 1942 and manufactured screw machine parts and hydraulic pumps. He held a subcontract from a large war plant.

Benjamin's attorney, Terence J. McManus, said his client's downfall began when he visited Miami and lost \$40,000 on the races. The rest of the money was spent trying to recover his losses.

Since Jan. 1, Mr. Hogan said, Benjamin had swindled the Fidelity Factors Co. out of \$274,000 by putting up as collateral accounts payable which he claimed were worth \$400,000. Actually, they were worth

only \$30,000. He also established a business connection with the American Business Credit Corp., obtaining \$219,000 by showing them fraudulent orders for 600,000 hydraulic pumps from the Federal Auto Parts Co. of Chicago.

Smaller loan companies were nicked for the remainder, Mr. Hogan said.

When his creditors recently demanded an accounting, Benjamin told them he had burned his books and they took the case to the district attorney.

Benjamin, resplendent in a blue sharkskin suit with an expensive blue necktie, hand-painted with red roses, surrendered Saturday and was arraigned yesterday. He was ordered held for a hearing May 6.

# GEN. MIKHAILOVITCH DEFENDED BY YANK

(Continued From Page One)

collaborating with the Germans they could have let the Germans take us," the Texan said. "But Mikhailovitch was a true friend of American airmen. When I met him he told me I was the first one he had seen personally. I talked with him three hours. He insisted on giving me an escort as protection from the Germans."

Fraides Rescues

"When I finally came out of Yugoslavia it was from an airport built by Mikhailovitch to get U.S. fliers back to our territory."

"The Chetniks are as fine people as I ever met. I'll go anywhere to testify for Mikhailovitch."

The fliers came here to urge President Truman and the state department to take action to obtain a trial for Mikhailovitch before a United Nations tribunal rather than Tito's court. The state department already has asked that the airmen be permitted to testify in the trial, but Yugoslavia has refused.

PLAN FOR CONVENTION

TERRE HAUTE, Ind., April 29 (U. P.)—Plans for the State Exchange club convention to be held in Terre Haute Oct. 4-6 will be made Thursday when the state officers of the organization visit Clinton, Terre Haute and Bloomington to confer with district and local officials.

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# Building, Idle for 16 Years, Is Needed by Thriving City

By VICTOR PETERSON

Times Staff Writer

ANDERSON, April 29.—Plans are believed under way to give this city a new hotel.

Beneath the business surface, however, is a cross-crossing of opinion on the proposed site which has kept town folk gossiping for the last 16 years.

In downtown Anderson stands the 12-story Tower hotel building—just as it has since 1930—vacant. The tallest building in town, and described by architects as one of the best in the Midwest, it easily could be a source of pride for this bustling city of 60,000 which has an annual payroll of about \$60,000,000.

"Tombstone of Anderson"

Centered in this financial oasis, the building nevertheless has been referred to bitterly by some citizens as the "tombstone of Anderson."

This will not be the case, however, if reported plans are carried out.

Current owners of the building are the 14,000 members of the Laymen of the Church of God, a mutual benefit society, which lists it as among the society's assets.

The laymen purchased the building three years ago from one of the original persons interested in the hotel. The new owners also inherited the lease held by Pick Hotels of Chicago, B. W. Barcus, president of the Laymen of the Church of God, said.

"We bought the building subject to a 99-year lease held by the Pick people," Mr. Barcus said. "They originally owned the Anderson hotel which now is the property of the Dayton chain. Meanwhile they had acquired the lease on the Tower hotel building."

"They agreed, as I understand it, that the Pick people would not release the Tower building to any person or group of persons for completion as a hotel. There is no rider on the lease, however, as many people believe, that the leasees cannot complete it to house transients."

"It is my honest belief that the Pick Hotels will buy the building before their current option runs out in 1948," Mr. Barcus said.

"Several angles point to the purchase and completion of the hotel as what they have in mind. For

years they have paid the annual rental. This last year, they purchased the elevator equipment for some \$6000 and did repair work totaling another \$16,000 to \$18,000.

Started in 1930

"No one is going to pour money indefinitely into an operation without realizing something on the investment," Mr. Barcus believes.

Under plans of Architect Erwin F. Miller, A. J. Glaser & Co. began construction in 1930. Before fall of that year funds were exhausted and an Indianapolis bank floating the bonds had fallen victim of the depression. About \$500,000 had been poured into the structure when work stopped.

Since then the imposing building has stood half-finished and vacant. Numerous speculators have approached Anderson businessmen on the possibility of completion but all plans have fallen away.

Over the years a number of proposals have been made by townspeople to put the building to use. Among them were suggestions to take it over for county offices, convert it into apartments which Anderson needs badly, and revamp for office space, another prime need.

Hotel Space Short

Estimates place completion costs for a hotel at about \$300,000 under the present inflated and unstable market. Conversion to apartments would run in the neighborhood of \$500,000.

If completed as a hotel, the 60x70-foot building will add 130 rooms to the Anderson supply.

This would be a boon to traveling men who claim hotel space is at a premium here.

# IN INDIANAPOLIS

BIRTHS

At St. Francis—Ralph, Jean Cusick; Vernon, Helen Harvey; Warren, Theda Clingler; Albert, Evelyn Fischer; Richard, LeVaughn Scott; Lawrence, Julia Oard; and Charles, Thelma Lile.

At Coleman—Andrew, Helen Jarvis; Charles, Dorothy Nelson; Russell, Eleanor Drew; Edwin, Margaret Downey; Bernard, Rebecca Kassel; and