



THE CHARLOTTE NEWS

FINAL

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Boy Run Over

GARNER—(P)—A 6-year-old child was seriously injured today when he was run over by a school bus. The child's stepfather, W. C. Moore of Rt. 2, Raleigh, said it had been necessary for doctors to amputate the little boy's right leg.

Safe Landing

STEPHENVILLE, N.D.—(P)—Seventy-one passengers and crew—most of them dependents of U. S. armed forces personnel—escaped serious injuries today when a flying Boxcar plane crashed at nearby Harmon Field.

Big Cut

WASHINGTON—(P)—The House Appropriations Committee today cut \$15,412,798 from new funds President Eisenhower had requested to finance the State Dept. and the U. S. Information Agency.

New Talks

LOS ANGELES—(P)—New talks started today between aircraft companies and unions in an effort to reach an agreement that would wipe out the strike threat.

Officials Rapped

LIMA, Peru—(P)—The stones and spit which greeted Vice President Richard Nixon at Peru's oldest university brought down condemnation today on the Peruvian government from one of the capital's chief newspapers.

Father Gets Boy

SEBRING, Fla.—(P)—A judge has ordered that Michael Sickle III be returned to his father in Middlesex, N. J. Grandparents from Miami took the 5-year-old boy from the father's home more than a week ago. The order by Juvenile Judge Mervin Rehner was a setback in the custody fight of the grandparents, Mr. and Mrs. Edward Dodd.

Crash Probed

RIO DE JANEIRO—(P)—President Juscelino Kubitschek today ordered an investigation into the crash of two commuter trains in which an estimated 150 persons were killed. It was the second disaster in as many months on the government's Central do Brasil line and the worst train wreck in Brazil's history.

Six Paroled

TOKYO—(P)—The United States this week paroled six Japanese war criminals, reducing Sugamo Prison's population to 18. The six prisoners, serving 20 years to life on charges of mistreating prisoners of war, were Rear Adm. Hisashi Ichikawa, an ex-prison warden and four guards.

Dr. Molner Offers Quiz On Health

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24 Men Escape Death In Flooded Coal Mine

65 Unhurt As Crippled Plane Crash Lands Here

By JULIAN SCHEER
News Staff Writer
(More news, pictures on 4A and 1B)

An Eastern Air Lines Super Constellation with 65 passengers and crew aboard circled slowly over the city for nearly three hours yesterday before making a dramatic crash landing at Douglas Municipal Airport.

No one was injured when flight 701 to Atlanta and Miami nosed over on Douglas' northeast-southwest runway.

The Constellation's nosewheel failed to operate properly after the takeoff here at noon. As soon as Capt. John J. Randall of Miami learned of the malfunction, he started preparations for an emergency landing here.

Meanwhile, word flashed through the city like wildfire. An estimated 10,000 people rushed to the airport area, while many thousands more stood on roof tops and on the streets and gazed skyward as the four-engine plane lazily circled the city, burning off all but about 200 gallons of its high octane fuel.

Flight 701 originates in Detroit with stops in Cleveland, Charlotte, Atlanta, Jacksonville and Miami. The Super Constellation has a capacity of 88, but yesterday's flight had 58 passengers and a crew of seven.

TROUBLE DISCOVERED

The aircraft was only a few thousand feet airborne when trouble was discovered in the nosewheel. Capt. Randall notified the Charlotte tower and Eastern officials hurried to map out the best course of action.

Capt. Tony Harmon, one of Eastern's most experienced pilots and chief of Charlotte-based pilots, talked with Miami and New York. It was decided that Charlotte would be the landing point. Atlanta was discussed, but Charlotte, it was agreed, had the necessary long runway, foaming equipment and crash crews.

Flight Engineer E. A. Broderick estimated fuel consumption and it was decided that the plane would burn down to 250 gallons by 3:45. Harmon and station manager Mickey Dane okayed the plan of operation.

Randall and pilot R. F. Gleason would circle in a pattern over the city until the fuel was low, then come in slow, touch down and then let the nose of the aircraft—which would usually rock forward on its nosewheel—drop in the sick, life-threatening foam.

PASSENGERS NOTIFIED

By this time the passengers had been notified that there was "a little trouble" and flight attendants Mary Ann Dotter, Nancy Aldrich and Jackie Wingfield went about their duties routinely. City, county and state highway patrol officers rushed to the scene. Volunteer fire departments showed up. Air National Guard personnel, experienced in emergency cases, rolled out their crash equipment. The Charlotte Life Saving Crew arrived with all available equipment.

Doctors and nurses were called, 11 ambulances stood by. A minister, a rabbi and a priest were called.

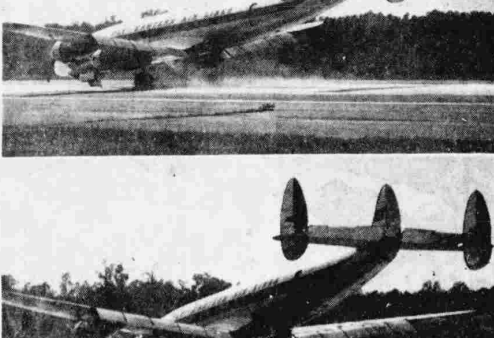
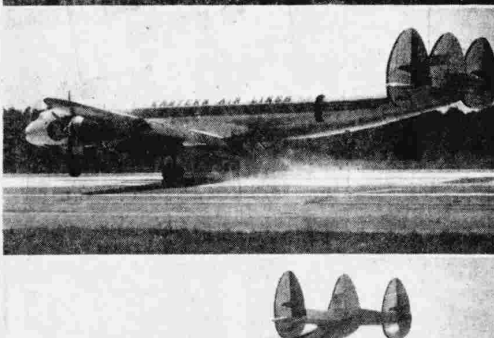
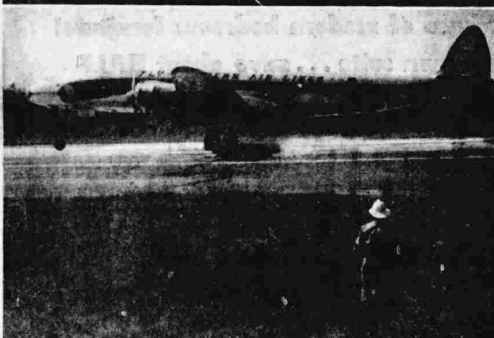
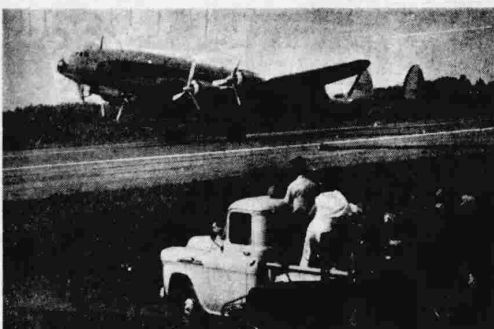
The Red Cross came with a disaster trailer. Air Force equipment was ready and city fire equipment was primed.

The loud speaker in the airport terminal barked orders. Spectators were cleared from the landing area and the ramps were deserted.

So large was the crowd on the observation platform at the front of the building that an airport official went on the PA system to ask spectators not to lean on the railing for fear it would collapse.

Hundreds of telephone calls flooded public agencies and newspapers asking when the plane would land. Windows of buildings all over town were dotted with tense watchers. Roof tops held many hundreds more.

The tension rose in the aircraft itself, although passengers remained outwardly calm. There were 20 empty seats, so flight



(All Plane Pictures by Tommy Franklin, Jeep Hunter and Don Martin of Tom Franklin's Studio)

This Dramatic Sequence Of Pictures By Jeep Hunter Shows The Giant Super-Constellation's Safe Crash Landing.

Trapped More Than 13 Hours

SHARPLES, W. Va.—(P)—Twenty-four men, trapped more than 13 hours in a flooded coal mine, were brought to the surface unharmed and in good condition at dawn today.

They came out through an abandoned air shaft of the Boone County Coal Corp. No. 2-A mine. Trucks picked them up and carried them to the mine bathroom where they were met by their families and friends, who had waited anxiously through the night.

A four-man rescue party reached the trapped miners by threading through the honey-combed passages of a section which had not been worked since the 1920s. Contact was made about 2:15 a.m., but it was not until two hours later that a runner reached the surface with news that the men were safe.

The first man up the air shaft, Orville Kitchen, emerged at 4:30 a.m. The last man came out an hour later. He was Robert Turner, 48, assistant general foreman. The air shaft is more than a mile from the place where the men were found.

James Bradley, 35, was overjoyed at being rescued so soon. "We had planned on being there four or five days, or maybe longer," Bradley said. He said they had no food and only a little water.

Another of the rescued men, Len Hamilton, 42, said: "We spent our time just resting. We were singing and praying."

The 24 were the entire work force on the day shift yesterday. The water, which flooded part of the mine and cut them off, broke through about 1 p.m., jamming passageways with debris.

CAME FROM POND

It came from a pond above the workings. The pond was swollen by recent rains.

Crawford L. Wilson, chief of the West Virginia Department of Mines, estimated it was only 30 to 75 feet from the bottom the pond to the nearest mine passageway.

The breakthrough was at a point about half a mile inside the main entrance. Twenty-two of the men were working nearly a mile farther inside.

The trapped men probably owed their lives to a slope away from them, so that water did not reach the place they were working.

When the break came, two men were on a mine motor hauling a load of coal cars toward the main entrance. They saw the water, and turned back to join the others.

Together, the 24 then made their way to a spot near an underground electric power substation to wait it out. For warmth they made an enclosure with plastic curtains, used in ventilation control, and covered themselves with burlap.

Turner said the men heard rescuers tapping about 10 o'clock last night on a pipe containing electric lines. The trapped men pounded on the pipe in reply, but the rescue party apparently did not hear them.

It was 2:15 a.m. before there was any more contact with the rescuers. The trapped miners heard knocking on a cinderblock partition separating their location from the abandoned passages through which the rescue party approached.

By HAL COOPER
LONDON (P)—Unsuspecting the head that wears a crown, and you can say that again if you're talking about "Miss England."

The beauty tiara for 1958 threatened today to come unstuck for the second time in a fortnight. That contest organizer Eric Morley is fit to be tied.

He said he has discovered that Wendy Peters, Miss England No. 2, is a married woman, contrary to the rules.

June Cooper, Miss England No. 1, was disqualified because she proved to be only 16 and the minimum contest age is 17.



Miner Arthur Fraley Is Greeted By Wife Jean After Escape

Recordings Revealed

Did Judge Work With Underworld?

NASHVILLE, Tenn.—(P)—State investigators planned to use a tape recording at impeachment proceedings today in an attempt to connect Judge Raulston Schofield of Chattanooga with the underworld.

The three investigators, witnesses before the Tennessee House of Representatives, said they obtained the tape from the secret files of the U. S. Senate Labor Rackets Investigating Committee.

It was described as a recording of a conversation in Chattanooga last winter between Leonard Lane, a self-styled Chattanooga numbers racketeer, and Lavern Duffy, a Senate committee investigator.

The recordings followed testimony yesterday about the relationship of Lane and Schofield, during which the investigators—Jack Norman, John Hooker Jr., and W. E. Hopton—produced evidence they said showed Lane:

1. Paid the bills for a campaign headquarters during Schofield's race for the judgeship.
2. Built the judge a boat dock for him to use for entertaining friends.
3. Shared with the judge his profits from the numbers racket, up to at least \$10,000, while a defendant in Schofield's court.
4. Borrowed \$1,000 from Schofield's direction to loan the money to a man he didn't know, and had to repay the note himself.
5. Contributed, with other defendants and lawyers in Schofield's court, to the purchase of a \$2,500 car given the judge.

Evening Prayer

Dear God, we would be filled with Thy love and care, that whatever our work we may take up the cross and follow Thee to victory. May we strive to enter in at the strait gate, always lifting up our eyes to Thee, till Thou at last take us to Thyself. In Christ's loving name . . . Amen.

Red Brass Arrives

BUDAPEST—(P)—Polish Communist leader Wladyslaw Gomułka arrived today for a visit long awaited by the Hungarian Communists who took office after the Russians crushed the 1956 revolt.

—HE'S MISSED TWICE ALREADY—

Eric To 'Look' At 3rd Strike?

Morley told a reporter Miss Peters, who won the title at a second judging, is actually Mrs. David Maitland, wife of a Royal Navy Lieutenant Commander.

"I discovered this when I examined her passport and other papers she had to supply for the trip to America was one of the prizes," Morley told a reporter.

"I am afraid I am going to have to disqualify her and run the contest for the third time."

Miss Peters, a curly, 22-year-old brunette, is a London model and television star.

Her victory in the beauty contest rerun last week ended in a mild cat fight when some of the other girls protested that Wendy was wearing a "waspie" corset under her swim suit.

Wendy said yes, she was waspied, but that she looked just as good without one and would prove it by holding a news and photo conference dressed in a simple bikini.

The conference was scheduled for yesterday afternoon, but Wendy failed to show up. She was not immediately available for comment on Morley's discovery of her married status.