



—Star-Telegram Photo.

AIRPORT SAFETY CONFERENCE—Attending a meeting Saturday afternoon at Grand Prairie Naval Air Station held by the president's airport commission were, standing left to right, Joseph R. Pelich, Raymond Buck,

Maury Huffman, City Aviation Director Fuller and City Manager Jones, and seated, left to right, Amon Carter, Mayor Edwards, CAA Administrator Charles F. Horne and Lt. Gen. James H. Doolittle, commission chairman.

Ft. Worth Airport Features Outlined to Doolittle Group

Lt. Gen. James H. Doolittle and Civil Aeronautics Administrator Charles F. Horne, members of a presidential commission studying the location and use of the nation's major air terminals, Saturday afternoon received a briefing on the safety features of Greater Fort Worth International Airport.

The briefing was given the commission at the Grand Prairie Naval Air Station by a seven-man Fort Worth delegation headed by Mayor Edwards, City Manager Jones and City Aviation Director Fuller.

The third member of the commission, which is headed by General Doolittle, was unable to be present because of illness. He is Dr. Jerome Hunsaker, head of the department of aeronautical engineering at Massachusetts Institute of Technology.

Doolittle and Horne, who is a retired naval rear admiral, also heard a six-man Dallas delegation in a report on safety features and future plans for Love Field.

Present from Fort Worth were Jones, Edwards, Fuller, Maury Huffman, executive director of Fort Worth Air Terminal, Inc.; Raymond Buck, secretary and general counsel of Fort Worth Air Terminal, Inc.; Joseph R. Pelich, architect for the Greater Fort Worth International Airport, and Amon Carter, president, Fort Worth Air Terminal, Inc.

Huffman said a report was made to the commission on the zoning around the new airport that limits height of any buildings to a maximum of 150 feet in a radius of five miles from the center of the airport.

50-1 Glide Ratio.
The 150-foot height, he stressed, would be at a point five miles out, and that the maximum permissible heights would decrease "along a 50-1 glide angle" toward the center of the airport. The "50-1 glide angle" means that one foot of height is permitted for each 50 feet of glide.

Other safety features reported on, Huffman said, included all of the "latest, modern equipment necessary for safe operation of a modern airport."

In addition, Huffman said, it was pointed out that the present 6,400-foot northwest-southwest runway will be extended to 8,450 feet and that, if needed, it can be extended to 12,000 feet.

Also explained to the commission, Huffman said, was the fact "We can double the capacity of the airport and terminal building on the present property." He added that the airport was designed to handle a population area of 2,000,000 people.

Asked by a Dallas reporter later when the new airport would open, Huffman replied,

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STALIN, LOOKING FIT, ATTENDS MEETING OF SUPREME SOVIET

LONDON, March 29 (Reuter's).—Marshal Stalin Saturday attended a meeting in Moscow of the Supreme Soviet of the Russian Federated Republic, scotching rumors that he was ill. The rumors were sparked by his absence from a meeting of this body last Wednesday.

Reuter's Moscow correspondent reported that all the members of the Supreme Soviet rose and gave Stalin a five-minute ovation when he entered, wearing the dress uniform of a marshal of the Soviet army.

He looked fit and entered and left the hall with a firm stride. The delegates rose and surged down the aisles to the government benches cheering and shouting "Long live Stalin, the great leader of the Soviet peoples."

Stalin, 72 last December, had made his last public appearance at a meeting of Soviet leaders in Moscow's Bolshoi Theater on Jan. 21, to mark the 28th anniversary of Lenin's death.

He failed to show up at the annual budget session of the USSR Supreme Soviet about two weeks ago.

Rumors about his health which began then grew stronger when he did not appear at Wednesday's session of the RSFSR Soviet. The RSFSR is the biggest of the 16 republics of the USSR.

Reds Charge U. S. Ready To Intern Released PWs

TOKYO, Sunday, March 30 (INS).—The Communists charged Sunday that the United States is preparing "concentration camps" for released American war prisoners who favor Red aims.

A blistering Peiping Radio propaganda blast also accused the United Nations Command of twice violating a secrecy agreement on discussions of prisoner of war exchange at Panmunjom.

The enemy broadcast sought to make it appear that the Red-alleged violations of the secrecy agreement had the approval of General Ridgway's headquarters.

Peiping hinted broadly that the Allied proposal for voluntary repatriation of prisoners could be turned into a Communist pretext to refuse the release of U. N. captives in Communist hands.

The Peiping broadcast charged, "As regards those American prisoners who are against the American war of aggression in Korea and may possibly disclose a true picture of it, the American warmongers obviously do not want them back on their release."

"The American authorities will not send them back to their

homes but will attempt to incarcerate them in concentration camps."

"The American warmongers do not want all their prisoners who are in the care of this side to be repatriated."

Siberian Snow Hits W. Europe

LONDON, March 29 (AP).—A freak spring blizzard drifted snow up to seven feet in southern England Saturday.

Seventy-mile-an-hour winds raged across the British Isles.

Snow flurries and topcoat weather startled tourists in Paris. On the eve of tulip time, wet snow and cold hit Holland.

Germans and Scandinavians, too, were saying "brrrrrr!" Churning seas impeded shipping.

Weather men blamed a cold front from Siberia.

They forecast it would last several days, that March really would go out like a lion.

"They only want to repatriate those who are willing to go on serving as cannon fodder for them on repatriation."

SEOUL, Sunday, March 30 (AP). Red troops, supported by heavy artillery and mortar fire, drove an Allied raiding party off a hill twice Saturday on the western Korean front.

The Allied raiders moved out into the "no man's land" west of Yonchon shortly after daylight and occupied the commanding height.

Three Communist squads forced U. N. troops to withdraw after a sharp 10-minute skirmish. The Allies laid down an artillery barrage and regained the hill shortly after noon. But the Communists poured down such a heavy artillery and mortar fire that U. N. foot-sloggers again had to pull back.

Allied warplanes hammered Communist supply lines and front positions. Fog reduced the number of flights.

The 5th Air Force in its weekly summary said it lost nine planes through Friday over North Korea. During the same period the 5th Air Force claimed four Red planes destroyed, three probably destroyed and nine

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 "We're shooting for an Oct. 1 opening date."

Doolittle, the famed Tokyo raider of World War II who is now a vice president of the Shell Oil Corporation, left for Wichita Falls immediately after the conference to address a meeting there of the North Texas Oil & Gas Association Saturday night.

No Specific Cities.

Before the conference he explained that he would make no comments about problems affecting individual cities and that the commission's report would mention no specific cities.

"What we hope to do is to give the president a generalized idea on the situation and we hope our report will be good enough that the president will implement it and publish it.

He added, "Although individual cities won't be mentioned by name, local airports may see the effects of our report." He said "legal action may be recommended."

As to reasons leading up to the appointment of the commission by the president, Doolittle said, "There have been complaints from all over the country about noise near airports for some time. Then those three Elizabeth (N. J.) crashes set off the spark."

Doolittle reported that the commission is keeping in mind two major considerations: "(1) Provision must be made for the safety, welfare and peace of mind of the people living in close proximity to airports. (2) recognition must be given both to the requirements of national defense to the importance of a progressive and efficient aviation industry in the national economy."

Six Matters.

In addition to these, Doolittle listed six specific matters that the president requested the commission to consider.

1. The federal, state and local investment in existing civil and military airports and the factors affecting the utility of airports to adjacent communities.
2. Actions by federal, state and local authorities to lessen the hazards surrounding existing civil and military airports.
3. Assignment of newly activated military units to existing airports with particular regard for potential hazards to the communities involved.
4. Site selection for new civil and military airports and the factors affecting relocation of existing airports.
5. Joint civil and military use of existing or new airports.
6. Legislation and appropriations necessary to carrying out appropriate policy.

Doolittle said the commission had been directed to report its findings to the president within 90 days, and that the 90 days would expire on May 20.

"We hope to beat that deadline," he added.

Commission's Stops.

Cities to be visited include Atlanta, New Orleans, Fort Worth, Dallas, San Diego, Los Angeles, San Francisco, Colorado Springs, Denver, Kansas City, St. Louis, Chicago, New York and Newark. Horne will individually visit Honolulu, Seattle, Portland and Spokane.

In addition, the mayors of 104 cities are being queried and 20 aviation organizations have been asked to prepare resolutions for the commission's guidance, Doolittle said.

Dallas Aviation Director George Coker said, upon the completion of the Dallas group's meeting with the commission, "We outlined the master plan for the expansion of Love Field."

Coker said this included extending the runways, the longest of which now is 6,200 feet, to 7,500 or 8,500 feet, and increasing the number of runways from three to four, in order to handle 2,700,000 passengers annually instead of the 1,500,000 handled in 1951.

In the Dallas delegation, in ad-

dition to Coker, were Mayor J. B. Adoue, City Manager Charles C. Ford and City Councilman George Schenewerk, Barney Hemphill and Cecil B. French.

Doolittle, Horne and party, who are traveling in an Air Force staff Constellation, are scheduled to leave for San Diego at noon Sunday. They flew to Grand Prairie Naval Air Station from New Orleans Saturday.

Candidate for Only, Stevens

WASHINGTON, March 29 (AP). Gov. Adlai Stevenson insisted Saturday night he was running only for governor of Illinois, despite President Truman's with-

SHORT REVEALS

Statement Decided on Week Ago

WASHINGTON, March 29 (AP). The announcement with which President Truman surprised the world Saturday night was written out beforehand in his own handwriting and kept a close secret until he made it.

Joseph Short, presidential press secretary, told about it at a midnight news conference.

"The president decided about a week ago to make the announcement at this time," Short said.

Truman carefully kept it out of the prepared text of his speech to the Jefferson-Jackson Day dinner. The speech was distributed to newspapermen in advance about 11 a. m. Saturday, and they looked in vain for any clue to the presidential intentions.

But the president had written the announcement in his own hand and included it in the leatherbound book in which he always puts his own personal copy of the speeches he makes.

The speech Saturday night was carried into the Armory by Henry Nicholson, assistant chief of the White House Secret Service detail and so-called "body guard" who always rides in Truman's big black bullet-proof limousine.

Short would not say how long he himself had known of the president's intention, asserting he is in a "very confidential relation" to the president.

Short would not discuss the president's plans for the future, suggesting the reporters ask that question at their next news conference with Truman himself.

He was reminded that the president told recent news conferences he will campaign for the party regardless of whether he runs himself and asked if Truman would continue in that frame of mind.

"I know of no change in his plans," Short said.

CONFUSION

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in the aisle the contention that he would run if Taft were the Republican nominee.

Most Republicans apparently think that Truman would be their most difficult opponent to defeat.

On the other hand, many Democrats believe some other member of their party has a better chance to win in November because of the threatened Southern revolt.

This result is epitomized by Russell's candidacy, which is based primarily on opposition to Truman as president and to his program calling for enactment of civil rights legislation, including a Fair Employment Practices Commission law.

Russell's campaign against Truman's nomination now is almost certain to go no further than the