

Freight Engine Hits Motor Car; Man Dies

Young Mother Dies in Omaha

Survivors Include 3 Small Sons

The mother of three small sons, the youngest of whom was only a few hours old, died Saturday in St. Catherine's hospital, Omaha.



Mrs. Moore... burial here.

Timothy O'Sullivan officiated and burial was in Calvary cemetery under the direction of Biglin Brothers.

The late Mrs. Moore was born April 4, 1919, on a family farm located 15 miles north-west of O'Neill.

She received her grade school and high school education at St. Mary's academy, graduating in 1936.

After attending Nebraska university she worked in Denver five years. It was in Denver she met and married Owen Moore of Amarillo, Tex.

The Moores resided for several years in Wisconsin after Mr. Moore was recalled to duty as an army captain.

Survivors include: Widower sons—Michael, Leo and Bruce Allan; parents—Mr. and Mrs. James T. Earley of O'Neill; brothers—Robert of Sycosset, L.I., N.Y., Joseph of Fremont and James of O'Neill.

Among those from out-of-town attending the funeral were: Nelson F. Moore of Geneva, O., Mrs. Mamie Rohrbaugh of Youngstown, O., and Mrs. Harold Morgan of Postoria, O., brother and sisters of Mr. Moore; Robert Earley of Sycosset, L.I., N.Y.; Mr. and Mrs. Joseph Earley of Fremont; William McCormick and Leo Anderson, both of Omaha; Mrs. Cecil Muller of Omaha and her mother, Mrs. Ella Gaughan of North Bend; Edward T. Earley of North Bend.

Cronin Nominated to Head State Bar

Julius D. Cronin, 58, veteran O'Neill attorney and prominent for many years in Nebraska republican politics, has been nominated to head the Nebraska State Bar association.

Cronin is a native of O'Neill and the son of the late D. H. Cronin, pioneer editor of the Frontier and veteran Nebraska legislator.

He was a delegate to the republican national convention in 1936 and 1948.



Plans for completing the wind study here will continue, despite the loss of six lives in the helicopter tragedy.

from the University of Wisconsin. Davidson and Lettau are directors of the project. A third director, Dr. Guenter Loeser, died in the 'copter crash.—The Frontier Photo.

VOICE OF THE FRONTIER

Mon. Wed. Sat. 9:45 A.M. — 780 k.c.

THE FRONTIER

North-Central Nebraska's BIG Newspaper

O'Neill, Nebraska, Thursday, August 6, 1953.

TWELVE PAGES

SECTION 1 Pages 1 to 12

Seven Cents

Volume 73.—Number 14.

Gas Flare Lighting August 13

Color Ceremony Will Usher in Use of Natural Gas Here

A flare-lighting ceremony next Thursday evening, August 13, will mark the inauguration of natural gas service into O'Neill.

Mayor J. E. Davis will light the flare in front of the Holt county courthouse. Officers of Kansas-Nebraska Natural Gas company will attend.

Of 14 communities in north-east Nebraska to which the company is building lines, O'Neill is the third to be connected.

Kansas-Nebraska also draws gas from fields in western Nebraska and eastern Colorado.

The company also has 40 additional wells available and awaiting connection to its gathering facilities.

Kansas-Nebraska Natural Gas company was founded in 1936. It pioneered the bringing of natural gas service to smaller cities and towns of Kansas and Nebraska.

The company was built on faith and courage, a spokesman for the company said. At the time of its organization, other leaders in the gas industry warned that bringing gas to the small communities scattered over a large area was risky business.

O'Neill is the 173rd town to be connected to the Kansas-Nebraska system. The population of the communities served in north-central Kansas, central and western Nebraska, and eastern Colorado totals more than 250,000.

One hundred twelve communities are provided retail service by Kansas-Nebraska. In 59 other communities the company brings its pipe lines to the town border where gas is supplied on a wholesale basis to other companies which distribute the gas.

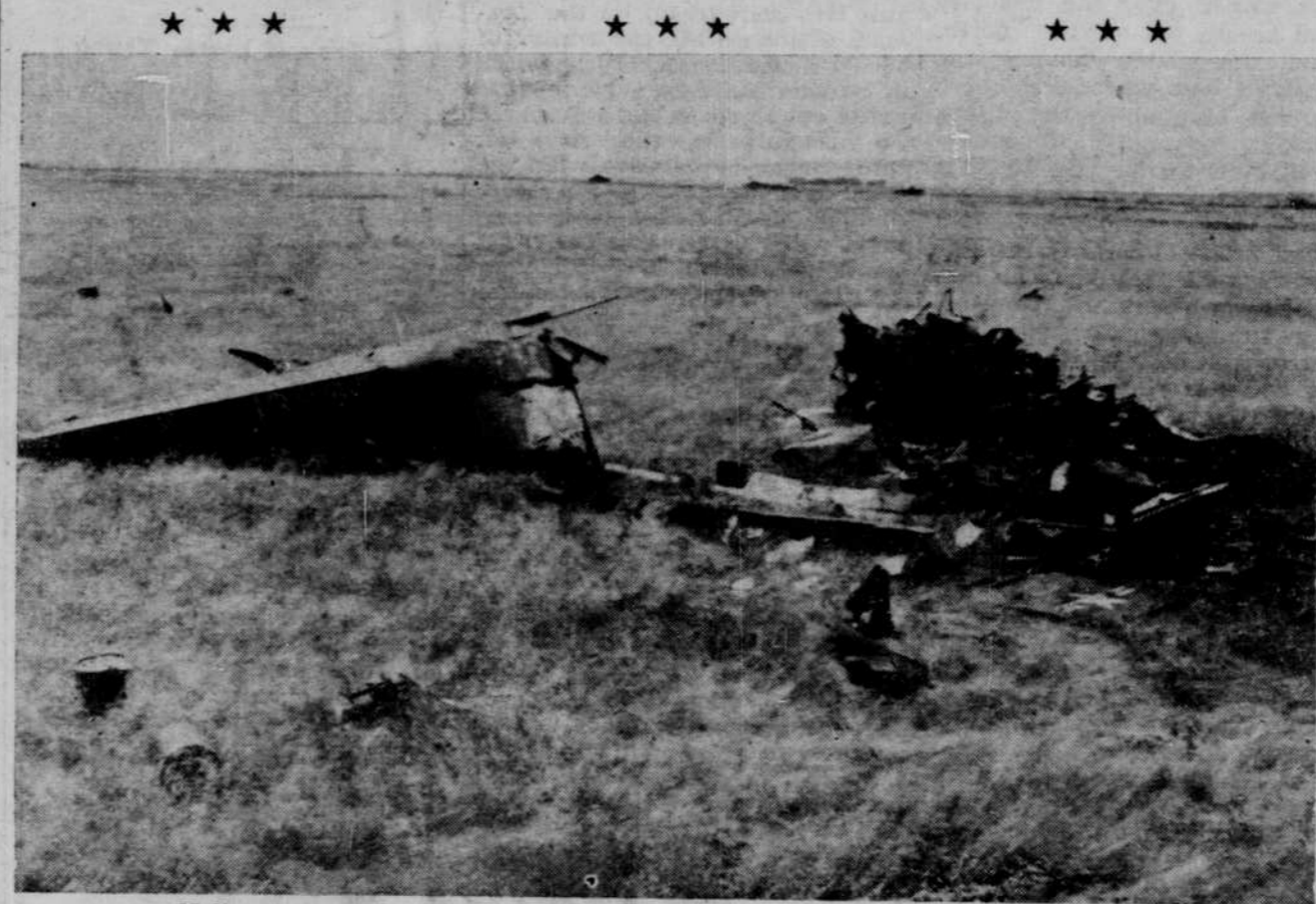
In the company's new north-eastern Nebraska extensions, all communities will be served at retail except Pierce. There the company will wholesale the gas to the Central Gas & Electric company.

Although the total population served by Kansas-Nebraska is not as large as many companies serve in a single city, Kansas-Nebraska must maintain 3,400 miles of pipe line to serve its customers.

In its new northeast Nebraska division, Kansas-Nebraska will have 36 regular employees. Charles S. Duncan, district manager, states that about half of these will be hired locally.

O'Neill employees are Manager Cecil Baker, George Bosn, Freeman Knight, Leland Lieb, Rex Stowell, Orville Dye, Lowell Nesbitt and Miss Deritha Smith.

6 Die in 'Copter Crash; Research Going Ahead



Helicopter wreckage... six persons instantly killed.—The Frontier Photo.



Arrow points to rotor mechanism where blade snapped off.—The Frontier Photo.

Crash Sidelights

Tired Warrior—Capt. Charles A. Johnson, pilot, was a veteran of 13 years in the air force.

Bodies Escorted—Bodies of the 'copter crash victims were forwarded Saturday night by rail from Sioux City to the respective hometowns.

Gasque Just Arrived—Lt. Francis Gasque drove in from Boston, Mass., about 11:30 o'clock on the eve of the fatal accident.

Another 'Copter Requested—Maj. Oscar Tibbets said Wednesday another helicopter has been requested for continuation.

Sarah Connolly Long Ill, Dies

O'Neillite Expires in Beverly Hills

Mrs. Sarah Connolly, 82, a longtime resident of the O'Neill community, died at 9:15 o'clock Wednesday morning, August 5, at the home of her daughter, Mrs. John Dailey, at Beverly Hills, Calif.

Funeral arrangements for the burial at Beverly Hills have not been completed.

Survivors include: Daughter—Mrs. John (Gertrude) Dailey of 1823 Fox Hills drive, Beverly Hills, Calif.; brother—Ed Slattery of Winter, Wis.; sister—Mrs. Clyde (Katherine) Hiatt of O'Neill; several nieces and nephews.

Arrives from Glendale—Mrs. Alice Bridges arrived last Thursday from Glendale, Calif., where she had been living for the past year.

Plans for completing the wind study here will continue, despite the loss of six lives in the helicopter tragedy.

Holt Teachers on Mexico Tour

Miss Lucille Mitchell of Stuart, Miss Leah Serck of Emmet and Miss Leona Fern Beckwith of Atkinson left Omaha Tuesday morning, July 28, with 34 other Nebraska school teachers for an extended tour of Mexico.

Enroute to Mexico, they visited places in Kansas, Oklahoma and Texas. One complete day was spent in the historical town of Laredo, Tex.

The group will be back Aug. 10.

Loeser Wagered on Moon Trip.

By CAL STEWART Editor, The Frontier

A young teenage science student from the Saar basin and the son of the editor of Germany's foremost scientific journal enthusiastically posted what may seem to have been preposterous bets with some of the older European scientists. That was in 1928.

Guenter Loeser, in those days a high school physics student spending weekends studying under Professor Currie at Sorbonne university in Paris, contended that before he (Loeser) attained the age of 50 a successful expedition from the earth to the back of the moon would have been completed.

Six persons including a famous German scientist were killed instantly at 10:47 a.m., Thursday, July 30, when an air force H-18 helicopter crashed in a J. B. Ryan pasture located about six miles northeast of O'Neill.

The 'copter hit the earth with a rending crash, having gone out of control at an altitude of about one hundred feet.

Perhaps 75 persons witnessed the accident. Killed were: DR. GUENTER LOESER, 40, 41 Paul street, Watertown, Mass.; husband of Mrs. Isle Loeser, same address.

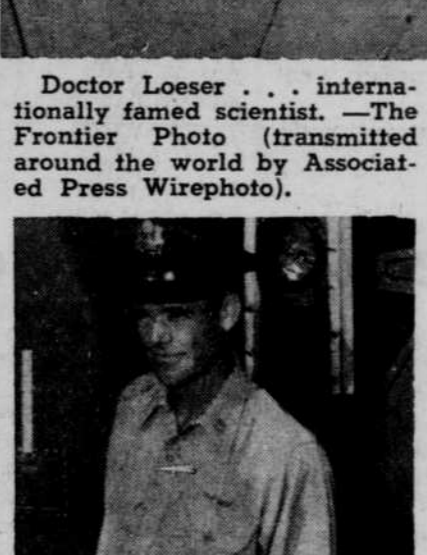
CAPT. CHARLES A. JOHNSON, about 33, pilot, native of San Gabriel, Calif.; husband of Mrs. Grace M. Johnson, Lexington, Mass.

LT. FRANCIS GASQUE, Conway, S.C., copilot; son of Archie M. Gasque, same address.

S/SGT. ROBERT IDE, about 25, crew chief and flight engineer; son of William A. Ide, Scranton, Pa.

A/2c DONALD E. EDDY, about 21, son of Mrs. Ella V. Eddy, Clarington, O.

A/2c FRANCIS G. MAPES, about 23, son of Mrs. Viola G. Mapes, Monocqua, Wis.



Doctor Loeser... internationally famed scientist.—The Frontier Photo (transmitted around the world by Associated Press Wirephoto).

First persons to reach the crash scene were A/1c Edward G. Popolo and A/2c Wallace E. Wimmer, who hastily boarded a jeep driven by Wimmer and rushed to the scene.

They heard a hissing sound and anticipated an explosion and fire. They safely withdrew from the death scene with only a few seconds to spare.

It was generally considered that all six persons died instantly in what was Holt county's worst single accident of any description and Nebraska's second worst air tragedy since the close of World War II.

One of the wrist watches worn by a crew member stopped at 10:47.

Maj. Oscar J. Tibbets of McLean, Tex., commanding officer of the military personnel, withheld names of the personnel until after notification of the accident had been made to and acknowledged by next-of-kin.

Captain Johnson and Sergeant Ide had flown the 'copter—the biggest standard model used by the air force and navy—to O'Neill from Hansen field at Bedford, Mass. They had left Bedford on Friday, July 24, stopping at Syracuse, N.Y., Battle Creek, Mich., and Des Moines, Ia., on their hopscotch transcontinental trip to O'Neill—traveling about two thousand miles.

The craft reached O'Neill at 6:10 p.m., on Monday, July 27. Captain Johnson, a veteran fighter pilot who had also received numerous decorations for 'copter rescue work on the Korean west coast, indicated to The Frontier that all was not well with the machine and that he had requisitioned a new blade. (Main mechanism was a three-blade variable pitch rotor.)

On Wednesday, July 29, Captain Johnson and Sergeant Ide "revved up" the plane and the pilot lifted the four-wheel landing gear several feet off the ground.

On that fateful Thursday morning, about 9 o'clock, Captain Johnson and Doctor Loeser made a test flight. Ground observers said the 'copter was put through its paces and its reactions and maneuverability appeared to be normal.

Apparently it was then the decision was made to make the test flight with six persons aboard. Loeser, Johnson, Gasque and Ide made up the complement for test purposes, and Eddy and Mapes, nonflying personnel, were members of the 'copter's ground maintenance crew.

The 'copter worked its way to about four thousand feet and a rack of 12 smoke bombs was dropped. This is procedure that had been rehearsed earlier at Cape Cod, Mass., and was to be followed here in connection with the wind research.

During this flight the 'copter had been seen over O'Neill and its functioning was considered normal.

Finally, the big craft began its descent. Normal procedure from that altitude is to circle about twice and land on the third round. When the 'copter gets down to within several hundred feet of the ground, the pilot "guns" the rotor and the plane "meshes" or eases to the ground.

When the rotor acceleration set-in, witnesses said, the blade fell off and became entangled in the rear stabilizing propeller (vertical). From that point—about one hundred feet in the air—the disintegration began and the main fuselage, housing the personnel, controls and engine, plunged straight downward with terrific impact.

He told us how difficult it was for any organization to establish a weather forecasting system—an attractive offer, it was—but I preferred to bring my family to the U.S. I am not content to work with my hands in routine things," he explained. "I am a researcher."

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