

'Ideal' Airport Expansion Plan Proposed—At Double The Cost

By WILLIAM H. WILLIAMSON
City Hall Reporter

The New York engineering firm planning the expansion of Portland Municipal Airport has suggested an "ideal" proposal costing some \$14 million, about twice the figure anticipated, it has been learned.

This means if the plan were to be adopted, the Legislature would have to be asked for an additional appropriation of as much as \$100,000.

But the Maine Aeronautics Commission (MAC) presumably won't take this plan to the lawmakers and ask for more funds.

The proposals already have been substantially pared down during closed-door meetings.

THE ORIGINAL expansion plan, which called for relocation of the north-south runway, a new terminal building, a new access road and related facilities was estimated at about \$13 million.

On this basis the state appropriated \$350,000 toward the project, the city \$187,000 and the federal government \$350,000. This was done by the Legislature earlier this year.

But last summer the MAC proposed the plan be augmented

to include lengthening of the east-west runway from 5,000 to 6,500 feet.

And since the federal government won't appropriate funds for runways less than 5,000 feet, the 4,200-foot north-south runway would have to be lengthened about 800 feet to gain federal aid to help pay for relocation.

IN AUGUST, the estimated cost of the project, including these changes, was revised upward to about \$17 million. This wouldn't have affected the city's share since it was contributing only to the terminal building.

ins, access road and such things as parking areas.

The state had agreed the city shouldn't have to pay for the runway relocation work, because it was necessary by the state's decision to leave the Boys' Training Center where it is, adjacent to the airport.

The City Council Monday will decide if it wants to increase its contribution for the airport's new terminal building.

Originally, the new facility's cost was estimated at about \$240,000. But the consulting engineers have recommended a larger and more expensive terminal building.

They say that projected use of the airport justifies the more ambitious terminal building. The exact cost of their recommendation isn't known, but some estimates have ranged as high as \$400,000.

THUS THE CITY would have to increase its own appropriation, and would have to ask the state to do the same. The city and state are sharing the cost of the terminal building. The federal government won't participate because experience has shown these facilities are self-amortizing.

Once the city decides how much more it is willing to invest in the airport terminal building, it will advise the MAC, which in turn will include a similar amount in its request to the Legislature.

Thus legislators will receive a lump request including both the new terminal building additions and the extra cost of the runway projects.

There is no way of knowing just how much this will be. The final amount will depend on the decisions reached in regard to the runways and the terminal building.

MONDAY'S MEETING will clear up the question of the terminal building cost, but the overall project cost will have to await release of the MAC's recommendations.

The MAC insists the Portland Airport should be regarded as a "Maine" airport, not as a local facility, and it should be prepared to meet the requirements of the "jet age."

For this reason, it is pushing the expansion and improvement of the airport, mainly with state and federal funds.

LBJ Gives Green Light To High-Speed Bomber



AUSTIN, Tex. (AP) — President Johnson gave the go-ahead Friday for a new high-speed bomber to cost an estimated \$1.75 billion by the time 210 of them are in operation by 1971.

To be known as the FB111, it will be a modification of the F111, the controversial fighter once called the TFX.

The Pentagon's civilian and military officials conferred with Johnson for more than three hours at his ranch near Johnson City, Secretary of Defense Robert S. McNamara later told a news conference here about plans for the new bomber.

McNamara said the FB111 will fly twice as fast as the latest model of the B52, have equal

range, and far greater capacity to penetrate enemy territory.

The latest B52 has a speed of about 650 miles an hour and 9,000-mile range.

The defense chief told of plans for the new bomber when asked for his comment on criticism by members of Congress and others of his decision to retire 425 older B52s and all B58s over the next few years.

"They spoke too soon," McNamara said.

McNamara said the best use of the bomber would be to authorize the entire \$1.75-billion FB111 program, but declined to estimate how fast the money will be spent.

He said, however, that the

first of the new bombers will be in operation in 1968 with all to be ready by 1971.

McNamara said the FB111 would be capable of strategic and tactical missions and would be able to carry either nuclear or conventional bombs.

He placed its load capacity at 50 high-explosive bombs weighing 750 pounds each.

McNamara said this country's bomber force now is four times that of the Soviet Union. He foresees no material change in this ratio of superiority at least through the next decade.

He said this country now has 60 heavy bombers. The total will drop to about 45 by the end of the decade. The force then

will be made up of 235 late-model B52s, retained in service, plus the 210 new FB111s.

McNamara said General Dynamics Corp., which builds the F111 in its plant in Fort Worth, Tex., will build the new bomber.

McNamara declined to give any figures on defense spending for the next fiscal year, but he said he couldn't add to earlier statements on that subject by Secretary of State Dean Rusk. Rusk has said any such would be meaningless unless the North Vietnamese are ready to talk peace.

In addition to the discussion of the new bomber, the speech covered defense matters with the over-all defense budget for Continued on Page 18; 6th Col.

official figure yet announced, but declined to discuss any further building of forces there.

He described bombings of North Viet Nam as justified from a military point of view. But when asked about the possibility of halting them with the aim of encouraging peace talks, he said he couldn't add to earlier statements on that subject by Secretary of State Dean Rusk. Rusk has said any such would be meaningless unless the North Vietnamese are ready to talk peace.

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Budget Talk

Officials held a joint news conference at Austin, Tex., after budget talks with President Johnson. Left to right are Agriculture Secretary Orville Freeman; Dr. Donald Hornig, presidential assistant for science and technology; Dr. Glenn T. Seaborg, chairman of the Atomic Energy Commission; Commerce Secretary John T. Connor; and James E. Webb, head of the National Aeronautics and Space Administration.

Marines By Thousands Hit Beach To Help Trap Cong

Saigon (UPI) — Thousands of Marines landed from the U.S. 7th Fleet Friday to join Vietnamese troops in closing a trap on a Viet Cong regiment near Da Nang.

The trap was sprung on the Communists — estimated to number about 1,500 — in an amphibious operation which

was the largest since the beachheads landed in Viet Nam seven months ago. The Marines closed a noose around the Viet Cong who were being methodically chopped up by artillery and U.S. and Vietnamese planes with bombs, rockets and napalm.

Heavy fighting was reported raging in the area 20 miles south of the U.S. base at Da Nang and almost an equal distance from the base at Chu Lai.

The American and Vietnamese forces had the Communists caught in a rough triangle.

The only way they have to go is up highway one, and the Air Force would just love that," a Marine officer said.

The spokesman predicted the well-entrenched Communists would suffer even greater losses than they did in a similar Marine amphibious

Patrol Plane Survivors In 'Good Condition'

By HARRY G. SHULMAN
District Correspondent

BRUNSWICK — Five survivors of a U.S. Navy EP3H Neptune patrol plane that ditched in the frigid waters of the Atlantic off Maine coast were listed in "good condition" Friday night at the Brunswick Naval Air Station Hospital.

The sixth member of the crew, Lt. (jg) Donald S. Lavigne, 26, the cockpit, apparently died of exposure before his body was recovered.

Navy spokesmen said the surviving crewmen were suffering from shock and exposure after being picked up Friday by a Coast Guard helicopter from Salem, Mass., and fishing vessel from South Bristol.

The rescued crewmen are: Lt. Robert C. Muller, 31, of 41 McMillan Drive, pilot of the aircraft; Emanuel E. Croasman, AT-1 aviation electronics technician, 33, 7 Oak St., Lisbon Falls; Larry R. Clark, AOG (aviation electronics technician), 33, Paul Road, Brunswick; 32, Paul L. Force, AD33 (aviation mechanic's mate), 23, Old Port Road, Brunswick; Pasquale Pace, AD33, 21, Rome, N.Y.

According to Navy officials here, the pilot barely had time to transmit his distress signal, "May Day," and give his position before being forced to ditch.

Fortunately, two Coast Guard helicopters out of Salem, Mass., were airborne when the radio call for help came in. A boat owned by the airline out of South Bristol was in the immediate vicinity.

The boat is utilized by vocelines to retrieve seaboys dropped by Navy aircraft.

Capt. Martin D. Greenwall, chief staff officer of Fleet Air Wing Three to which the aircraft was assigned, said the Coast Guard and two members aboard the seaboys boat were to be commended. He credited their prompt action with saving the lives of the five men.



Alabama Jury Acquits 3 White Men
Accused Of Killing Rev. James Reeb

SELMA, Ala. (AP) — Three white suspects accused of killing the Rev. James J. Reeb, were acquitted Friday by a jury in state court which deliberated less than two hours.

A courtroom filled mostly with white spectators applauded when the three separate verdicts were read by the jury foreman, William W. Vaughan.

The accused men had been on trial four days under first-degree murder indictments growing out of the fatal beating of the Rev. Mr. Reeb on a Selma street the night of last March 8.

The 35-year-old Unitarian minister and father of four children had come to Selma to take part in the struggle for Negro voting rights and had participated earlier that day in an unsuccessful attempt to march in protest from Selma to Montgomery.

When the spectators applauded the jury's verdicts, Sheriff James O. Clark Jr. and his deputies on duty in the courtroom were very ready.

Cook and the Hoogie brothers shook hands with friends who swarmed around them and posed for photographers. Cook put his arm around all people of the court.

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as ballots called sharply for order. Circuit Judge L. R. Moore told the crowd to "sit down!"

Glancing then over the three sheets of paper handed to him by the jury foreman, the judge said, "The jury's verdicts are in order. The defendants are discharged. Court is adjourned."

The trial began at 10:30 a.m. At 4:30 p.m., a knock on the door of the locked jury room signaled that the verdicts were ready.

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On The Inside

The Weather
Cloudy today, rain or snow Sunday.
Full report on Page 11.

HUNGER MISERY OF MILLIONS impossible to comprehend by average American, Page 8.

U.S. AMBASSADOR Goldberg fires a counterblast to bitter Soviet attacks in the United Nations on U.S. policy in Viet Nam, Page 18.

GEMINI 7 pilots Borman and Lovell — their next goal a Sunday date in space with a sister ship — strive toward the halfway mark of their 14-day space record journey, Page 11.

VIET NAM discussions continue to dominate APT-CIO convention as Secretary of State Rusk and Vice President Humphrey speak to the national labor organization, Page 11.

CHRISTMAS layoffs, employment cutbacks darken holiday outlook in Wisconsin cities where American Motors is the key employer, Page 2.

PRIME MINISTER SHASTRI of India, announces he will be visiting President Johnson in February and expresses confidence that "closer understanding" will result, Back Page.

Churches — 3 Comics 16

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No Gains Played In Viet Nam, Local GI Asserts

By WILLIAM A. LANGLEY
Staff Reporter

"There are no gains being played in Viet Nam. It's a very real war over there," says a local veteran who returned from the embattled Southeast Asian country.

George M. Blaisdell Jr., 23, 140 Grant St., has served a year as an Air Policeman, working with the U.S. Armed Forces military police in and around Saigon.

"Nobody likes the war, nobody likes to fight, and nobody likes to kill," said Blaisdell Friday night.

"But most of the men in Viet Nam would rather be over there working as a team with the Vietnamese for a few years than take a chance of permitting a large-scale war to break out."

Asked how he feels personally about the Viet Nam situation, Blaisdell said: "Let's put it this way, if I had to go back over there, I wouldn't regret it."

DURING HIS YEAR'S tour, Blaisdell received a letter of commendation for "providing security for Secretary of Defense Robert B. McNamara, and Gen. Earle G. Wheeler, Army Chief of Staff," last July.

Blaisdell also was commended for "performing his duties without fear, anxiety or other emotional reactions in an outstanding manner, while being stationed at a very isolated post and being unfamiliar with the tactics of the Viet Cong."

Trying to explain the Vietnamese war, Blaisdell said, "It is a complicated situation and



Back From Viet Nam

Airman 2C George M. Blaisdell Jr. displays a silk robe he purchased in Saigon, and the new Air Force beret being used in Viet Nam by the U.S. Air Force.

best, but I think the U.S. has good reason for what it is doing over there."

He said even though progress

The living conditions of the natives, their outlook on the war itself, relations between Americans and Vietnamese, have all improved, according to Blaisdell.

He said the Americans are helping the Vietnamese in building construction, medical problems, the handling of their money, the value of their products, and the production of their food.

BLAISDELL WAS STATIONED at an air facility at Tan Son Nhut, about five miles from Saigon, where he worked closely with members of the Vietnamese armed forces in guarding isolated ammunition dumps, communications and supply depots.

He was guarding high-ranking officers one morning just before dawn when a Viet Cong terrorist lobbed a grenade into the back of the truck in which they were to travel. The grenade failed to explode.

In October, Blaisdell watched a helicopter pilot land with a bullet through his neck. The chopper had been supporting ground assault troops in a nearby skirmish. Only one bullet pierced the aircraft, and it went through the pilot's neck. He lived until the chopper landed, but died before comrades could reach him.

Last May he had just been relieved of guard duty at the civilian air terminal in Saigon when the Viet Cong planted a bomb which exploded, killing three Vietnamese and wounding 10 Americans.

He was called back to duty Continued on Page 18; 6th Col.

Prayer For Today

O heavenly Father, we marvel at the extent of Thy knowledge and power. With Thy simple word Thou art able to speak into existence innumerable worlds, and to make them obedient to Thy will. Thou has planned the intricacies of atomic structure, all of which testify Thee as Maker. Yet Thou dost know all people of the earth by name, and the very hairs of our heads are numbered. What a God! Help us to adore Thee and praise Thy holy name: Be Jesus' sake. Amen.

—James Ross McCain, Director, General American, Agnes Scott College.

Today's Chuckle

You can't reduce by talking about it. You have to keep your mouth shut.

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