

HOURLY TEMPERATURES table with columns for time and temperature.

Astronauts Test Landing Module; Apollo Moves Into Moon Gravity

'Smaller, Smaller As Time Goes On'

By JEFF NESMITH  
Constitution Staff Writer

SPACE CENTER, Houston — Astronauts Edwin E. (Buzz) Aldrin and Neil Armstrong climbed into the fragile lunar module landing vehicle Friday to check it out as flight controllers looked on via a television camera that the two took with them.

This activity apparently caught Mission Control here by surprise.

The TV transmission was unscheduled and Aldrin and Command Pilot Armstrong began operations to check out the LM about an hour earlier than planned.

Nonetheless, Mission Control called the telecast "one of the greatest shows we've ever seen."

Described in the flight plan carried on board Apollo 11 in dry terms such as "LM Familiarization," the inspection of the landing craft Friday afternoon was one of the key points of Apollo 11's mission.

Entering the first time through a tunnel connecting it with the Command Module where they spent most of the



Blastoff Plus 3

First three days of the mission, Armstrong and Aldrin began the tedious task of checking numerous variables and making certain the craft was shipshape for the moon landing.

In the unscheduled telecast, Apollo 11 beamed back to earth color scenes from the space craft's checkout work.

Their camera panned from the face of Command Module pilot Mike Collins to his instrument panel and other scenes in the CM, then floated through the tunnel to the LM with Aldrin and Armstrong.

The space ship traveled into the moon's magnetic embrace shortly after 11 p.m. Friday and began picking up speed in its plunge toward its special destination.

As if the planet earth were reluctant to release the spacecraft to its historic destination, gravity from this planet has constantly retarded Apollo 11's coasting speed.

Friday morning, only shortly after the three were awakened from their second rest period by Mission Control, Aldrin peered back down at the earth and commented:

"We've got the Continent of Africa rising—facing toward us right now, and of course, every-

Continued on Page 5-A, Column 1

Mercury Creep Will Reach 90

The mercury will creep back up to 90 and stay there for the weekend, according to the U.S. Weather Bureau.

The forecast calls for fair to partly cloudy skies over a blanket of warm and humid air with a slight change of afternoon and early evening thunder showers both days.

The high should be 90 Saturday and Sunday with a low of 70 both nights. Atlanta's Friday extremes were 89 and 69.

Russians Assure U.S. Flight Safe from Luna

By JIM STROTHMAN

SPACE CENTER, Houston (AP) — The Soviet Union took an unprecedented step in space cooperation Friday by assuring astronaut Frank Borman that

moon-orbiting Luna 15 would not interfere with Apollo 11's lunar landing.

But the Soviet statement stopped short of clearing up the mystery surrounding Luna's mission.

However, using the new information, Borman and Christopher C. Kraft, director of Apollo flight operations, speculated Luna 15 may begin a return trip to earth Saturday without landing on the moon's surface.

"The Russians traditionally have been very methodical and are doing a step-by-step program," said Kraft.

"Having done a lunar fly-by, the next step would be to go into orbit around the moon and return to earth," he said. Borman and Kraft also agreed Luna 15 will be a moon-orbit flight, without a landing.

"It looks to me like that," Borman said.

The unprecedented telegram, received by Borman at his home after the astronaut personally called academician M. V. Keldysh, president of the Soviet Academy of Sciences, said Luna 15 was expected to remain in orbit for "two days."

The two-day period ends early Saturday, so Kraft predicted that is when a spacecraft engine

will be triggered to kick it out of orbit and start its return flight to earth.

Borman, who recently toured the Soviet Union, said he made the call Thursday at 6 a.m. from his Houston home after Kraft requested information to assure flight controllers the un-

manned probe would not interfere with Apollo 11 astronauts Neil A. Armstrong, Edwin E. Aldrin Jr. and Michael Collins.

Borman received the Russian reply Thursday evening at his home. He said he delayed relay-

ing the news because, "since it didn't affect Apollo 11, I didn't think it made any difference."

"He didn't even tell me until this morning," Kraft told a news conference Friday.

Keldysh told Borman that Luna 15 was in an egg-shaped orbit around the moon ranging 85 to 127 miles high with an angle of 83 degrees in relation to the moon's equator.

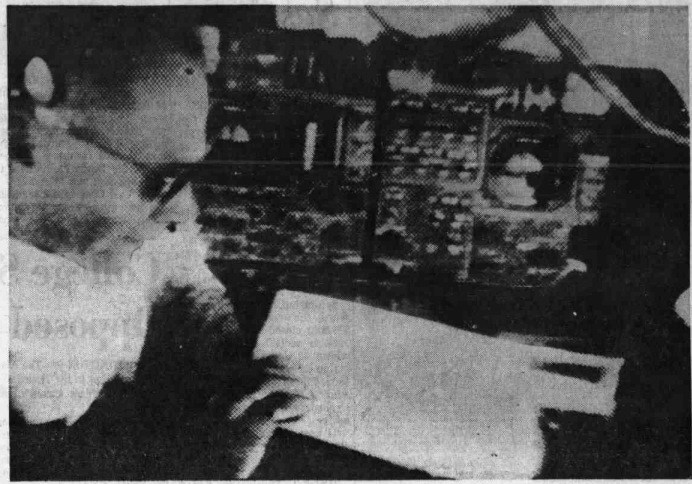
Apollo 11's command ship will glide the moon's equator and be in a near-circular orbit 69 miles high.

"The orbit of probe Luna 15 does not intersect the trajectory of Apollo 11 spacecraft," Keldysh assured Borman. He also told Borman that he will be ad-

vised by Mission Control, Aldrin peered back down at the earth and commented:

"We've got the Continent of Africa rising—facing toward us right now, and of course, every-

Continued on Page 5-A, Column 1



ALDRIN CHECKS SOME PRINTED MATERIAL IN LUNAR MODULE He and Armstrong Had Just Crawled Through Tunnel from Command Module

Inside Today . . .

- DEMOCRATIC FORUM meets to plan convention, Page 3-A
THE MOON is losing her virtue, Chinese complain, Page 2-A
GOV. MADDOX gives Sheriffs a pep talk, Page 3-A
ARTILLERY duels continue in Midwest, Page 2-A
PEACE PLAN accepted in Latin war, Page 2-A

Allen Defends Police Chief, Calls F.O.P. Attack Foolish

Mayor Ivan Allen Jr. labeled a statement by a critic of Police Chief Herbert Jenkins "foolish and silly" Friday.

John Harrington, a police sergeant in Philadelphia and national president of the Fraternal Order of Police, Thursday called Jenkins a "czar," heading the "worst example of police administration we have ever seen." The F.O.P. met in Atlanta Thursday and Friday.

Allen also commented on crime statistics for five Southern cities showing Atlanta next to the bottom of the five for the 1969 first quarter.

"I am sure that anyone who saw Mr. Harrington and listened to his foolish and silly statement would realize he was a very big

stomach ache of some kind," Allen said.

"I consider it the most irresponsible and reprehensible statement I ever heard anyone utter in public. I think we need to be reminded that Mr. Harrington opposed Chief Jenkins' election a while back to the presidency of the International Association of Chiefs of Police and that Herbert beat him soundly."

Harrington also wired President Richard Nixon Friday asking that Jenkins be removed from the President's National Advisory Commission on Civil Disorders.

The telegram called for a federal investigation of whether At-

lanta officials are "violating the civil rights" of police here.

Officials of the F.O.P., a national organization representing policemen, charge that Jenkins and other city officials have undertaken a "systematic campaign of intimidation" to keep local police from joining F.O.P.

A copy of the telegram sent by Harrington on behalf of the national group also was sent to U.S. Attorney General John Mitchell.

"Repressive measures to prevent Atlanta policemen from joining the Fraternal Order of Police," the telegram read, "are, in my judgment, a flagrant violation of the civil rights of the police officers affected. We strongly urge an official inquiry to protect the rights of these policemen."

"The police officers of this country most assuredly have civil rights. Protecting them should be as much the concern of the federal government as it is of protecting the rights of other minorities," the telegram said.

"How ridiculous," Allen said, "of him to write the President asking that Herbert be removed from the National Commission on Civil Disorders. Herbert is the only police chief in America."

Continued on Page 3-A, Column 7

Stocks Tumble, Dow Down 7.17

NEW YORK (AP) — The stock market's winning streak ran out today, and the market tumbled sharply lower in trading session that was the second slowest of the week.

The Dow Jones industrial average lost 7.17 to 845.92. The DJI slid from the start and at 1 p.m. was off 10.41.

SPACE CENTER, Houston—Walking on the moon is safe.

But, according to astronaut Tom Lind, no one knows yet whether walking is the best way to get about on the lunar surface.

Only Edwin (Buzz) Aldrin and Neil Armstrong will be able to decide whether they should walk or hop or what when they get to the moon where men and things weigh only one-sixth as much as they weigh on the earth.

"We can question, as far as we only tell," Lind observed Friday, "is how to move about most efficiently." Thus, he said during a wide-ranging interview, Aldrin and Armstrong may hope

about the moon near their docked space craft in kangaroo hops.

"That would probably be the most efficient way to ascend a hill," Lind noted.

They may float about in long, easy steps that would appear similar to the strides of a distance runner before a slow-motion camera.

They may even run, taking gigantic 30-foot steps. And they may tell "I'll just walk."

But the people who planned the space mission are leaving that up to Aldrin and Arm-

strong. They even went so far as to program in a few minutes for Aldrin to experiment around with different ways to walk.

The astronauts may venture up to 100 yards from their spacecraft, and could move this football-field distance in just 10 steps if they chose to run about on the strange world they will be visiting.

If they fall, a quick "pushup" will put them back on their feet, even though the life support backpacks they will wear during their explorations weigh up to 130 pounds on earth.

And the chance of some jagged rock on the lunar sur-

Continued on Page 5-A, Column 4

ACTION LINE logo with a pair of scissors and a telephone receiver.

Action Line gets answers, solves problems, cuts red tape, rights wrongs. For help dial Action Line 523-5161 between 11 a.m. and 7 p.m. Monday through Friday. Or write Action Line, The Atlanta Constitution, Box 4689, Atlanta, Ga. 30302.

I pulled a load of trash to the front of my house in my son's wagon last week. When the trash men came by, they picked up everything — including the little red wagon which they put into the front of the truck. My son saw them drive away and told me. I called the DeKalb Sanitation department not five minutes later and asked them to radio the truck and get my son's wagon back. They said they would. Then next day I called again. They then said there was nothing they could do. I want my son's wagon returned. Isn't it their responsibility to do so? —Mrs. R., Chamblee.

That little red wagon should be home by now. DeKalb Sanitation Supt. John Schotta tracked it down at one of his employee's homes and promised to have it rolling home pronto. Schotta apologizes for the negligence on the part of his office when they said they would—but didn't—retrieve your son's wagon.

ACTION LINE logo.

We live on Sun Valley Drive in Americas. Our neighborhood is made up of middle-class families. In the past few months cars have been driving down our street much too fast and at night it sounds like a drag strip. I have called the police and asked that a speed limit sign and a children at play sign be erected on our street. They ignored my request but did say they would patrol the area. I didn't see one sign of a patrol car. After one particularly bad night of speeding, I called the police again. They said they would send a patrol car, but it never came. What can be done? —Mrs. K. E. D.

Americus Mayor T. Griffin Walker promised us he'd take care of it. Perhaps it would be better to skip the police department from now on and take your problems directly to his Honor. Your police officials seem to have trouble communicating with the public.

My marriage is breaking up because of three specific beer joints in Atlanta. These places are filled with ex-cons, dirty talk and alley scoops. The police don't check these places often enough. —Mrs. I.H.U.

The Atlanta Police are familiar with the places you describe and stay pretty busy locking up people. And they're going to take an even closer look because of your letter. But tell us please: What are alley scoops?

ACTION LINE logo.

I was asked to leave a restaurant the other day because I was not wearing shoes. The manager said there was a public health regulation requiring patrons to wear footwear. Is this true, or does he just not like shoeless people? —S.P.

Barefoot's in the park, but there's no law.

I came to America from England some time ago and liked it so well that I talked my brother-in-law into coming over here also. He arrived in Atlanta July 3 and immediately began searching the newspaper for job opportunities. We found an opening for a general mechanic with the City of Atlanta, and after passing the test and meeting what he thought were all the qualifications, my brother-in-law was informed that this job was only for American citizens. We are extremely disillusioned. Is this a widespread practice in America? —K. S., Mableton.

Sorry your brother had such a disappointing experience so soon after his arrival, and we'll try to make it up to him. We arranged an interview for him with Fred Huntington at the Lockheed-Georgia employment office, and chances are that he will have a job in no time. Incidentally, there is a state law requiring

Continued on Page 5-A, Column 3

Air France Quietly Settles Suits From Orly Jetliner Disaster

By MARGARET HURST

The largest settlement in history for a single airplane disaster was made here when Air France paid \$2.2 million to the survivors of 62 persons who died in the 1962 Paris plane crash that killed more than 100 Atlantans The Constitution learned Friday.

The hush-hush settlement was made here last February when U.S. District Judge Edward T. Gignoux of Portland, Maine, signed an order dismissing 42 cases involving the 62 deaths which had been in litigation for more than six years.

The settlement was discussed and the order was signed after the judge and lawyers for both

sides conferred in chambers without even a court reporter. The amounts of the individual settlements were not placed in court records although many Atlanta attorneys and insurance agents were informed of the settlement.

The final settlement of \$5,220,000 averages out to more than \$84,000 for the survivors of each of the 62 persons who died. The Warsaw Convention, an international treaty ratified by more than 100 countries, sets up a maximum liability of \$8,300 per person in the event of a disaster if simple negligence is proven.

Each of the plaintiffs in the cases settled in February re-

ceived more than \$3,300. The survivors of about 60 of the victims of the air crash settled with the airline without litigation.

Before the case was settled, the chief lawyers for the plaintiffs, Leo Krindler of New York and William H. Schroder of Atlanta, had alleged that there was willful misconduct on the part of the airline because the Boeing 707 jet's stabilizer was not set correctly for take off and because the pilot attempted to stop the plane after it had passed the point on the runway where no attempt should be made to stop it.

The plaintiffs' lawyers also maintained that the flight, a

charter plane that took its passengers on a European tour sponsored by the Warsaw Convention, was not covered by the limits of the Warsaw Convention because it was a charter flight.

The Fifth U.S. Circuit Court of Appeals ruled that the flight did come under the Warsaw Convention, and the U.S. Supreme Court refused to hear an appeal of the circuit court decision. E. Smythe Gambrell, also an Atlanta lawyer, was one of the chief lawyers for the airline.

The names of the 62 dead persons whose survivors dis-

Continued on Page 5-A, Column 1