

# Aviatrixes Fly at Each Other Over World Hops

By LEE CRAIG  
A feud which had been smoldering for weeks between Joan Beach's Joan Merrim Smith and Mrs. Jerrie Jeer of Columbus, Ohio, who both recently completed solo global flights, broke into the open Thursday.

"I think she's a poor loser," Mrs. Mock charged in a Columbus interview.

"That the most ridiculous statement I have ever heard from a licensed pilot," Joan snapped back.

Mrs. Mock's ire apparently had been raised by a comment made by the Long Beach pilot on her arrival at Oakland to complete her flight.

Joan was asked if she considered herself the first or the second woman to fly alone around the world.

"I believe if you check any almanac it will say the distance around the world is 25,000 miles," she answered.

Mrs. Mock flew a 22,900-mile distance to back up her claim. Joan's route, which

followed that planned by Amelia Earhart in 1937, covered 27,750 miles.

The Columbus woman also noted that the late Wiley Post had flown fewer miles than either she or Mrs. Smith in a widely heralded flight many years ago and questioned whether Mrs. Smith "for her publicity man" would "deny him his record."

IN ANSWER, the Long Beach aviatrix pointed out that Post's flight was given official recognition for flying

around the world... but with the qualification "in the northern hemisphere."

"I could have deviated from my route and beaten her by flying straight across Manila, instead of following the Earhart route — which I had set out to do — down to Australia and New Guinea."

"But if she wants to race, I'd welcome the opportunity," Joan said.

She also took issue with a Mock statement that Joan's flight hurt aviation by continuously spotlighting the malfunctions of her equipment.

This was a reference to the numerous delays Joan experienced in the course of her trip.

The Long Beach woman angrily denied that she had had any major trouble with her twin-engine Piper Apache.

"Throughout my route, there were many places where competent maintenance was just not available to handle the minor troubles I had.

Many times I had to hold up maintenance, do it myself or wait until the next stop to get it done.

"I flew over uncharted routes and encountered extremely adverse weather. Of 170 hours flying time, I was on instruments 47 hours, putting myself and the aircraft to a maximum test.

"I don't consider myself a poor loser or a loser at all. I did exactly what I started out to do and I don't have to make excuses.

"As far as hurting the cause

of aviation, I hardly think so. It is in a position to criticize. Flying a single-engine plane, taking off heavily loaded at night, sometimes, I hear, with little sleep... these are chances I wouldn't take."

MEANWHILE, Joan received an additional honor Thursday in Sacramento when an Assembly resolution saluted her and declared that "the incredible feat performed by this gracious and talented person should be appropriately recognized."

## Models Jailed for Lewd Show

Cold Street lost some of its glitter Thursday afternoon as a squad of patient Garden Grove detectives arrested two attractive G-string-clad entertainers on charges of willfully and lewdly exposing their persons.

The four officers waited in Harvey's Gold Street restaurant-cocktail parlor in City Center 25, and Sheila Rae, 34, finished the second of two afternoon acts — billed as a no-cover-change fashion show.

"We waited," a detective said, "because we didn't want a riot on our hands." He said a predominantly male crowd of about 75 was enjoying lunch and cocktails as the show progressed.

ARRESTED DURING the performance, but in front of the 8032 Garden Grove Blvd. luncheon spa, was owner Harvey Belisle, 43. He was booked on suspicion of permitting a lewd show.

Belisle and his entertainers were booked in Orange County Jail, but a bondsman posted the \$550 bail on each of them later in the afternoon.

Police said each of the three could face a maximum sentence of a \$500 fine and a year in jail.

"We have had the place under surveillance since March 9," an officer said. "We have warned Belisle and his dancers frequently but they apparently were not interested in changing anything."

The show, of a type described in a Press-Telegram article Monday, began with the girls fully dressed in fashionable clothing. By the time it ended, police contended, they were neither fashionable nor particularly clothed.

POLICE CONTEND the "models" did bumps, grinds and other burlesque-type movements as they disrobed one fashionable garment after another to the accompaniment of music.

A detective said police sought and received complaints from the Garden Grove city attorney and, finally, obtained a warrant from the Anaheim-Pulitzer Municipal Court.

He said the three probably will be arraigned sometime next week.

## TAYLOR RECOVERING AT VEGAS Wife Refuses to 'Ground' Injured Jet Boat Racer

The wife of Downey speed-skull fracture when the \$110,000 jet boat racer Lee Allen Taylor, 30, was injured in a crash Thursday when his jet-powered speedboat crashed, sat at his Las Vegas hospital bedside today and commented quietly.

"I don't know if he'll ever want to race again... but if he does, it will be all right with me."

Taylor, 29, of 10834 Offley St., Downey, has just recently come out of a coma into which he lapsed after the crash which occurred April 14 while he was trying to achieve a world speed mark at Lake Havasu, in the Colorado River south of Needles, Taylor suffered a triple skull fracture when the \$110,000 speedboat, "The Hustler," ran aground on the southwest shore of the lake. Taylor was thrown from the cockpit when the boat hit a rocky beach at speeds estimated at 250 miles an hour. Taylor remembers no details of the crash.

"LEE ALWAYS was very cautious," remarked his prettiest wife, Gloria. "He didn't know how fast he was going and he just misjudged the cut-off point," she continued.

The craft is powered by a 10,000-horsepower jet engine and was designed to reach

speeds of 400 miles an hour, Mrs. Taylor said.

"It is almost impossible to know how fast you are going after you reach about 150 miles an hour in the boat," his wife explained. "At great speeds the boat is built to ride on a cushion of air — actually planing along completely out of the water," she said.

Taylor's 30-year-old, single-nosed Hustler was described as America's biggest threat to the water speed mark of 265 miles an hour set by England's Donald Campbell in 1959.

When Mrs. Taylor showed pictures of the wrecked craft to Taylor after he regained consciousness, he studied them carefully and then wept.

"It is very emotional over things," she said, "but doctors assure me this is part of the healing process after such a hard crash on the head."

The speedboat is now in storage.



**INJURED SPEEDBOAT PILOT**  
Lee Allen Taylor of Downey, injured seriously when his \$110,000 jet-powered speedboat, the Hustler, crashed on a lake near Needles, is comforted by his wife, Gloria, at a Las Vegas hospital where he is recovering.

FRIDAY, MAY 15, 1964—SECTION B

## Killer Wins Change of Judges; He Rants

Doyle Terry, convicted of killing a policeman, today won a change of judge, then while in a fit of temper was pulled from the courtroom of the judge he didn't want.

Terry, sentenced to the death chamber for the slaying of Long Beach Patrolman Vernon J. Owings, appeared this morning before Superior Judge Maurice C. Sparling for setting of date for his third penalty trial. Dressed in sports clothing, he was brought to the court from San Quentin.

The State Supreme Court has thrown out both earlier death sentences on legal technicalities.

Terry, whose knowledge of law has been self-taught, appeared as his own attorney and immediately reminded Judge Sparling of an earlier affidavit in which he accused the jurist of "bias and prejudice."

Sparling then ordered Terry to appear before Superior Court Judge Joe Ravecraft instead. As Terry was led away from the courtroom by three officers, he overheard his name spoken by Dep. Dist. Atty. Gordon Jackson.

Jackson actually had just told Judge Sparling that he would be unable to go to the other courtroom immediately.

Terry, who was shouting and loudly accused the court of denying him due process of law. He shouted demands that he be allowed to remain in the courtroom as long as anything involving him was being discussed.

The officers, at order from the judge, forcibly removed Terry, his face purple with rage, from the courtroom. Then Judge Sparling set the appearance before Judge Ravecraft for later in the afternoon.

"WE COULD have the boat fixed as good as new in practically no time," Mrs. Taylor said. "When it's well enough, we'll decide what to do with the boat," she said.

In addition to the skull fractures, Taylor suffered a crushed foot, broken hand and punctured eye, which is temporarily paralyzed. When he tries to talk, Gloria has to hold his finger over the trachea tube below his Adam's apple or else his speech is just a whistle.

This speech is still confused and it seems to frustrate him to talk," she related. "His words come out garbled and backward. Some of the things he says are funny, even though he isn't trying for humor."

Despite his serious injuries, authorities at Sunrise Hospital, Las Vegas, report Taylor is "improving steadily." The evening he came out of the coma, Mrs. Taylor asked him where his home was.

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## VA Hospital Budget Will Stay Same, Official Says

A top federal veterans aid-of-service officers which opened fair's official said today no official funds are in sight for Long Beach Veterans Hospital.

"This year's budget will be just about like last year's," said Oliver E. Meadows, staff director of the House Committee on Veterans Affairs, said today at the Lafayette Hotel.

Meadows is here as a panel speaker at the 16th annual training conference for county period.

Veterans hospitals often have facilities that can't be used because the money is not available to staff them, Meadows said.

Earlier in the conference, a staff member of the State Board of Equalization said that the Veterans' operation of VA hospitals under California law run into difficulties because they don't read the instructions.

"AS A RESULT," says William L. Grommet, many veterans have become confused over the question relating to the cash surrender value of the life insurance policies.

Grommet, an auditor-approver for the board's division of assessment standards, says the reason the state requires the surrender value of a veteran's insurance policy is so that it can determine whether the applicant falls within the \$5,000 property limitation imposed by law.

Some veterans put their money into insurance as a form of savings, he explained. The insurance represents an asset which they can get their hands on quickly, and, as such, it falls under the heading of assessable property.

GROMMET said he recently completed an eight-county survey of veterans exemption problems and found the insurance question was the most, if not the only, really baffling question for many applicants.

## Armed Forces Day Events in Southland

Here are Armed Forces Day events to be held in Southern California Saturday.

**OPEN HOUSE**  
Naval base and shipyard, Terminal Island; Navy ships in port, Long Beach Naval Station; Naval Air Station, Los Alamitos; U.S. Coast Guard Base, Terminal Island; Fort MacArthur, San Pedro.

Also at Naval Ordnance Test Station, Pasadena: Marine Corps Base, Twenty-nine Palms; Naval Construction Battalion Center, Point Loma; Pacific Missile Range, Pt. Mugu; Edwards Air Force Base, Muroc.

Torrance, 10 a.m. down Torrance Boulevard from Cabrillo Avenue to Madrona Avenue.

**DEMONSTRATIONS**  
Deep sea diving equipment and recompression chamber, and world's largest floating crane, Terminal Island Naval Base.

**MILITARY EXERCISES**  
Simulated Marine air attack and vertical envelopment on beach, Camp Pendleton, Del Mar area west of Highway 101, starting at 2:30 p.m.

**DISPLAYS**  
All installations holding open houses and Civic Center area, Torrance.



**Beach Combing**  
with Malcolm Epley

NO highway feature in our region is more loudly cussed than the Lakewood-Pacific Coast Hwy. Traffic Circle. But not every morning they say about it is true.

A communication from a reader speaks about the many fatalities and injuries that result from accidents there. No doubt many others share his opinion that this circular set-up with its numerous connecting streets is a great killer and harmer of motorists.

It's not true. The incidence of accidents at the circle is very low. It's remarkably low considering the volume of traffic there and considering what people think about it.

BUT maybe that's just because people are scared of the old devil and therefore take it easy when they get into it. Sometimes the apparently hazardous spots are the safest, whereas others that would appear to be safe, like long, straight stretches, produce the carnage.

All of which indicates that it's not so much the street or highway he's using but the condition of a motorist's mind which constitutes true hazard.

WHILE the circle itself is surprisingly free of mishaps, Pacific Coast Hwy. through Long Beach generally has a bad accident record. "Pin maps" showing locations of accidents in the area are all stuck up with pins along the route of the Coast Hwy.

Discussing this yesterday, City Engineer Jess Gilkerson noted the high incidence of accidents at signaled intersections.

This, too, indicates there's something wrong with popular theory. It's customary when people get stirred up about what they think is a dangerous intersection, that they yell for signals to be placed there.

But experience shows that signals don't prevent accidents the way a lot of people seem to think.

YOU'LL be pleased to know that important projects are in the works to ease and speed traffic movement on Pacific Coast Hwy. through Long Beach, a great volume carrier.

One program which has been worked out by state, I. B. and Signal Hill, provides for channelization, signal interconnection and larger signal heads on the stretch from Terminal Island Pkwy. to the Traffic Circle. This one is well through the planning stage. Another, not so far along, provides for similar improvements and some widening from the circle to the Orange County line.

Channelization provides for left-turn zones out of the regular traffic lanes, which is a great boon to motorists, promoting both safety and better movement.

Gilkerson points out that the intersection at Long Beach Blvd. and Pacific Coast Hwy. is a traffic accident hot spot. But a similar corner at Artesia and I. B. Blvd., with virtually the same volume of traffic, has about 10 per cent as many accidents.

Artesia is channelized and that makes the difference.

WHILE on the subject of traffic, Loren McCannan, the World's Fair official, has come up with a hot idea for capitalizing on the long waits of motorists at the horrible E. Seventh St.-Pacific Coast Hwy.-Bellflower intersection in East Long Beach.

He thinks that enterprising service station operators there ought to get some long hoses and sell gasoline to the motorists sitting through those long waits for the lights to change.



DOYLE ALVA TERRY

## Plans Approved for Five Recreation Improvements

Plans for five city-financed (thorized) in the current city improvements estimated to budget.

The commission also scheduled a training institute June 22-24 in Veterans Park Clubhouse for Recreation Commission.

The projects are a community building in Bixby Park; \$184,000; Wardlaw Park community building, \$165,000; tennis courts in Los Cerritos Park, \$17,000; multiple game courts in Houghton Park, \$100,000; and lighting of baseball and volleyball courts in California Recreation Center annex, \$9,500.

FUNDS FOR all the improvements have been au-



**MISS LONG BEACH TITLE-SEEKERS**  
Among candidates in the Miss Long Beach contest are (from left) Kathy Gotfredson, Nancy Christopher-son, Donna Church and Margo Mickelson, all students at State College. Winner of the contest will receive \$3,000 in prizes, including a trip to Japan. Deadline for entrants is Wednesday.