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Expert Declares
Helium Shortage
Caused Disaster

LAKEHURST, N.J., Sept. 5.—Naval officers are mute on the subject of Captain Anton Heinen's charge that an effort to economize in the use of expensive helium gas caused the destruction of the Shenandoah and the death of 14 officers and members of the crew.

Lieut. Commander Pierce, commandant of the naval air station, refused to discuss Heinen's theory or to say who ordered the removal of 8 of the safety valves with which the dirigible was equipped when she was built. So far the only factor in any way confirming the Heinen theory is the report of Col. Charles Hall's description of the wreck. Hall was aboard as an army observer. Among other things, he said:

"When the ship broke in the center by failure to valve the gas its to permit its escape in proportion to wind pressure, the rear section floated slowly to earth."

Heinen's charges were made at Tom's River, N.J., Friday.

"Changes in the Shenandoah were made about six weeks ago," said Heinen, who was a consulting engineer during the construction of the Shenandoah and who subsequently has left the naval service.

"I saw the plans. If it hadn't been for the foolishness in cutting down the safety valves the 14 men all would have been happy with us to-day."

Valve Shortage.

"From what Commander Klein told me, the ship was nearly filled with helium when she left here. As I figure it, at a height of 3,000 feet, which was pressure height, as we call it, the ship would have to valve off gas. In the storm which she struck, she rose too fast for the valves. Every 20 feet above 3,000 feet she should have discharged 1 per cent. or 21,000 cubic feet of helium. The upward movement of the ship causes rapid expansion of the gas cells, and the bags broke the shell of the ship."

"Had the ship been filled with hydrogen, the disaster might not have occurred. The hydrogen would have valved more freely and they wouldn't have been so cautious about saving it because it is not as scarce as helium or as expensive."

"I wouldn't have gone on a trip with the Shenandoah for a million dollars. It was not safe with valve changes."

"Why do you suppose we put 20 valves on the Los Angeles? We did that because we knew that even the 18 originally on the Shenandoah were not enough."

"Now there will be a whitewash board of inquiry and some camouflage to cover up the real story of the cause, which was the foolish action of the crew at the station in changing the valves. Already there have been several attempts to lay the blame on poor dead Lansdowne."

The potential ramifications of Heinen's charge are tremendous. He plainly lays the blame for the accident on an effort to economize, and makes no reservation to the inference that some one ordered economy of an expensive gas at the possible cost of life. The origin of the order which robbed the Shenandoah of eight of her valves is not known, as Commandant Pierce will not discuss it, but under ordinary circumstances, it is understood, such orders would come from the naval designing board and be subject to several examinations and to the approval or disapproval of various officers become becoming effective.

Says Economy Responsible.

It doubtless was not mere coincidence that Heinen selected the particularly eloquent word "savings" and "expensive" with which to describe what was intended to be accomplished by the removal of valves. His inference is that government economy has resulted in a frightful disaster, but such a charge cannot be sustained until a thorough investigation has determined the source of the order and the influence, if any, that caused it to be made.

It is possible that the ten valves with which the Shenandoah last sailed were not among the 18 with which she originally was equipped. In that event it is possible that the size of the valves was increased in order to provide as great a factor of safety as would have been provided by 18 small valves. Pierce would not comment on the size of the valves with which the Shenandoah was equipped when she left for the Middle West.

A naval board of inquiry still to be convened by order of the Secretary of the Navy is to investigate the disaster. It is understood here. The investigation will be more comprehensive than that now under way in Ohio.

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