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Helium Shortage Caused Disaster

> LAKEHURST, N.J., Sept. 5 .- Naval Mcers are mute on the subject of aptain Auton Heinen's charge that in effort to economize in the use of xpensive helium gas caused the de-

napdaut of the naval air station, rethe report of Col. Charles Hall's description of the wreck. Hall was aboard as an army observer. Among ther things, he said:

When the ship broke in the centre y failure to valve the gas tie to permit its escape in proportion to wind pressure, the rear section floated lowly to earth."

Heinen's charges were made at fom's River, N.J., Friday. "Changes in the Shenandoa's were made about six weeks ago," said Heinen, who was a consulting engincer during the construction of the

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

Shenandoah and who subsequently

Valve Shortage.

'From what Commander Klein told ne, 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 240 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 ags broke the shell of the ship.

"Had the ship been filled with hyrogen, 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 "Why do you suppose we put 20 alves on the Los Angeles? We did

hat because we knew that even the 8 originally on the Shenandoah were "Now there will be a whitewash poard of inquiry and some camouflage

to cover up the real story of the ause, which was the foolish action of the crew at the station in changing he valves. Already there have been several attempts to lay the blame on ooor dead.Lansdowne." The potential ramifications leinen's charge are tremendous. He

plainly lays the blame for the accident on an effort to economize, and makes o reservation to the inference that ome one ordered economy of an expensive gas at the possible cost of life. The origin of the order which obbed the Shenandoah of eight of her valves is not known, as Commandant Pierce will not discuss it, but under ordinary circumstances, it is undertood, such orders would come from the naval designing board and be subject to several examinations and to the approval or disapproval of various fficers become becoming effective.

Says Economy Responsible.

It doubtiess was not mere coincience that Heinen selected the particulariy eloquent word "saving" and 'expensive" with which to describe what was intended to be accomplished by the removal of valves. His infererce is that government economy has resulted in a frightful dieaster, but such a charge cannot be sustained until a thorough investigation has clared the source of the order and the induence, if any, that caused it to

It is possible that the ten valves ith which the Stanandoah last sailed ere not among the 18 with which o originally was equipped. In that vent it is possible that the size of he valves was increased in order to provide as great a factor of safety as yould have been provided by 18 small valves. Pierce would not comment on he size of the valves with which the

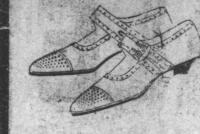
A naval board of inquiry still to be onvened by order of the Secretary of the Navy is to investigate the disaster t is understood here. The investigaion will be mure comprehensive than at now under way in Ohio.

Fads and Fashions

rsey is trimmed with cream-colored Middy blouses of jersey sometimes

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