

Air Crash Baby Is in Berkeley

**18-Months-Old Boy
Is Sole Survivor
Of China Tragedy**

The most unconcerned person ever to fly the broad Pacific played quietly at a Berkeley home today. He is 18-month old Paul Vick, sole survivor of his family of four among 25 persons killed when their plane crashed near Hankow in January.

A red-haired tyke who likes to be cuddled, Paul was brought to San Francisco Airport yesterday aboard a China National Aviation Corporation plane making its second survey flight from Shanghai.

He was given as much attention as a young prince and made the 6132 mile flight from Shanghai—stopping to play briefly on the Honolulu sands—with all the poise of one.

WONDERFUL PERSONALITY

"He has a wonderful personality," according to Mrs. Frances Prevost of CNAC who made the trip especially to take care of him. "He loved all the boys on the trip and they loved him."

The months Paul spent in a hospital with two broken legs after his father, Robert, Baptist missionary, jumped from the crashing plane with Paul in his arms has accustomed the boy to the care of many persons and he accepts whoever takes him in charge as usual procedure. After all they are all good to the little orphan who is too tiny to know the meaning of the word.

At the airport, he was met by Dr. and Mrs. Ralph Knudsen, dean of the Berkeley Divinity School, of 2812 Pine Avenue, Berkeley, at whose home he is staying, and by Mrs. John Skoglund of 2930 Hillcrest Avenue, to whom he officially was assigned.

FAREWELL HUG

Mrs. Skoglund's husband, vice-president of the Berkeley Baptist Divinity School, is in the Orient on a lecture tour and it was he who gave the baby the farewell hug there.

Paul will remain in Berkeley until arrangements are made by his grandparents, Mr. and Mrs. Clarence Vick of Rochester, N.Y., to have him join them for his permanent home.

The plane brought in 23 passengers, the majority of them members of the airline corporation or their families. They included Mrs. Dorothy Greenwood, on her way to her Texas home with her two children, Janelle, 6, and Dean, 3, following the death of her husband, J. M. Greenwood, pilot of another plane.



Alone in the world—except for all the people ready to take care of him—Paul Vick, 18-months-old orphan and sole survivor of a plane crash which killed 25 persons, plays beside his suitcase following his arrival after a 6132-mile flight from Shanghai. The boy is in Berkeley briefly en route to grandparents in Rochester, N.Y.—Tribune photo.

TINY CRASH SURVIVOR HERE



Paul Vick, 18-month-old survivor of a January China National Airway corporation plane crash in China which took the lives of his parents and brother, smiles as he arrives at Mills field aboard a special pathfinding flight of a CNAC trans-Pacific airliner. Little Paul is en route to Rochester, N. Y., where he will live with his grandparents. He was met at the airport by Dr. Ralph Knudsen, dean of the Divinity school, University of California and Mrs. Daisey Skoglund, Berkeley, whose husband cared for Paul after the crash.

SOLE SURVIVOR of the crash of the China plane, Paul Vick, 18 months' old, who lost his parents when all aboard the airplane were killed except Baby Vick, is shown upon arrival at La Guardia Field, New York. His paternal grandparents were on hand to take him in tow, Mr. and Mrs. Clarence Vick, of Rochester, N. Y. The youngster will live with them. (International)



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Plains Pilot Takes Leave From Tough Job in China

By DAVID RASCO

Gaungling, slender Red Holmes, one-time Amarillo aviator, is back over home skies after nearly four years' flying service in China.

Holmes recently returns to the United States for a two months' leave of absence from China National Aviation Corporation, one of the principal airlines of the Far East. Since returning, he has been up to Mayo Clinic, Rochester, Minn., for a physical checkup and now is back in the Panhandle.

The present sojourn is Red's first real vacation since he joined the Chinese airline in 1943. He was back for a short stay in the States 13 months ago.

Red started flying in Amarillo about 1940. Before the war he was manager of the old Amarillo Flying Service. Owners were Fred Smith and Thornton Osward.

The flying service was a government-licensed school under the old Civilian Pilots Training program. It operated out of Municipal Airport, English Field, and the Canyon Airport.

When Red shook Panhandle dust off his cowboy boots, he landed into the biggest hot spot of Allied air transport—flying over the Hump.

During the war years he made more than 600 crossings over the treacherous airpath between China and India. And in the early days of flying The Hump, life often times came to an abrupt, violent end.

During the last 13 months, Holmes has changed jobs. Since the first of the year he has been classified as an administrative pilot, acting as assistant chief pilot for the airlines. But he has kept his hand in the flying game.

Holmes' sparse-tufted, carrot-red hair easily could be snow white. That is—if Red was a worrying man.

Even after he switched to his semi-deak job, he continued to work in some memorable exploits.

His most recent air-raising adventure concerned rescue of survivors from a China National Airliner which caught fire and crashed in a remote section of the country.

Over in China, the newspapers said Red landed on "cultivated postage stamp" to bring his plane in.

A terse radio report from an outlying station in China reported first news of the air tragedy. The report said four survivors had escaped instant death and suggested immediate medical aid.

Persons who knew the terrain virtually were certain a big airliner could not land in the immediate vicinity. It was hard, three-day trip by road. A light Cub-type plane was borrowed by the airlines for the rescue flight.

"In China, privately-owned planes are not allowed as they are in the United States," Holmes explained. "It just happened a man had a Cub for demonstration purposes at the Shanghai airport when all this trouble came up."

Holmes and a physician took off in the light plane, located the wreck and effected a hazardous landing nearby. Upon reaching the ground, the pair learned actually only one



RED HOLMES
... an old wearer of "ladies shoes"

PERSON—a tiny baby had survived the crash.

From what could be pieced together from evidence, a mother and father (missionaries) in the plane had each taken a child in their arms and jumped without parachutes when the stricken airliner started on its last, erratic descent. The mother and the child she was holding were killed instantly.

The father, who had held the baby, died a few hours later. "But miraculously, the child, about 14 months old, had suffered only broken legs."

At the time, Holmes and the physician only knew the child was supposed to be at an old walled city, some 15 miles from where the airliner had crashed. They did not know extent of the injuries and felt impelled to rush to the lone survivor as soon as possible.

Taking off under difficult conditions, Holmes piloted his light plane to the vicinity of an old walled city, called Tienmen, where the child was reported to be.

He inspected the terrain and his

heart sank.

In intensively-farmed China, not a spot of ground near the city was excessed from cultivation. A double basketball court, located inside the ancient wall about the town offered the only solution.

Holmes took two passes at the court "landing strip." The wind was in the wrong direction to make a landing. He decided to try one of the plowed fields.

The Cub was brought to a dangerous, bumpy landing on a field, probably no longer than 100 feet.

"The Chinese are the most curious people on earth," the one-time Amarillo airman declared. "Within a short time there must have been 10,000 persons crowding around the plane."

"It was the first plane they had ever seen close-up on the ground."

Fearful the crowding throng would smash the fragile fabric on the plane, Holmes resorted to "revving up" his motor, pushing wind and dust into the crowd back of the plane. As one section of the crowd would draw back, he got out of the plane, lifted its tail and headed the plane in another direction. There he repeated the treatment.

In the meantime, the physician went into the town, ascertained extent of the child's injuries and sent back word he wished to attempt a take-off in the morning.

Soldiers arrived, first in a small number, then in a larger corps to protect the Cub. Holmes spent the night, curled up under the plane in a parachute. At dawn, the worst job of the lot awaited him—taking off in the plowed field.

The young airman pondered his chances of getting away. The Cub was overloaded—with the physician, the baby and medical equipment all taxing its weight-carrying capacities.

Soon after dawn Holmes decided to make the try. He dared not wait longer, for fear the crowd would reassemble (several hundred never went home).

He paced off the field by foot and inspected the ground. It had been packed by the crowd part-way down the path of take-off. But at the end of the tiny field a king-size grave—standing five foot high blocked his path.

He loaded his passengers, gunned the motor to its maximum speed, then released the wheel brakes. The Cub roared along the field. It slowed as it entered the part of the field not packed.

Suddenly the grave jumped nose-up-size over the whirling propeller. Holmes gave the light plane maximum "stick" and soared skyward, passing over the grave by a matter of a few inches.

"We got back and put the child, Paul Vick, in a hospital," Holmes recounted. "It was a miracle that he lived."

"The last report I had on him was that he would recover fully. The child was returned to the United States, where it is under-

Lots of Trouble Over Slim Lot

GLADEWATER, Sept. 6 (AP) — Probably the narrowest "lot" ever sold in East Texas was purchased recently by L. M. Martin, a cafe owner.

Martin bought the property when it was discovered that his building extended onto the property where another building was to be built. Rather than tear out a wall of the cafe, Martin purchased the strip of land which was 115 feet long and four inches wide.

stood he is being cared for by relatives in New York.

And Red Holmes, Dalhart born, was glad to plant his cowboy boots back on Shanghai Airport.

"About the boots—they call them 'ladies shoes' in China," Holmes said. "And there's always considerable snickering and grinning about them."

4-H Club Roundup Sessions at End

COLLEGE STATION, Sept. 6 (AP) — The State 4-H Club Roundup, at which activities ranged from rifle competition and the development of leadership through Panel discussions to modeling in a dress revue, wound up last night after a two-day meeting.

Some 1,000 members, club leaders, county extension agents and college staff workers came to the roundup, by bus, automobile, train and plane.

Delegates to the big event of the year for Texas 4-H'ers are selected on the basis of club achievements.

Joine Dyer of Houston was winner of the dress revue competition shared by 80 models. She gets a trip to the national club camp in Chicago in December. June Daw of Beaumont, Grace Noughton of Liberty, Mary Coalson Garner of Donna and Margaret Hendry of Blackwell also won awards in the dress revue.

The state rifle contest was won by a Bexar County team. They nosed out the Harris and McMullen County teams with a score of 223 points out of a possible 1,200. Schnirmer was high individual marksmen.

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