Send Trail Crew To Crash Site On Surprise Glacier

Police Reveal Description Of Hit-Run Auto

Military and civilian police combined their efforts today, sitting out every clue to locate a late model car that struck down two law enforcement officers on Fireweed Lane early Thursday morning and then sped off.

The vehicle is believed to be a late model two-tone Pontiac or Buick of the same description only bearing a Pontiac emblem, according to officers.

Injured in the hit-run incident were Highway Patrolman Keith Boyd and U.S. Deputy Marshal Bob Manchester, each of whom suffered a broken leg.

Two pedestrians waiting for a bus on Fireweed Lane were reported to have been struck by the car speeding from the direction of the accident about the time it happened.

The two were reported able to tell details of the incident. Boyd, a veteran of the public transport, gave details of the vehicle as soon as it was uncovered.

Hospital authorities reported that the two officers appeared to be in good condition and were expected to be hospitalized for some time.

The patrol car was struck near Fireweed and Denali as they made a right turn on the road. However, both men are expected to be hospitalized for some time.

Manchester, patrolman, was struck by a car as he saw the scene and was able to turn the car off. The patrolman was then taken by ambulance to the hospital.

The accident occurred near Fireweed and Denali as the two officers were traveling in the same vehicle. The patrolman was able to stop the car and radio for medical assistance.

The officers had just finished talking to the young driver and were preparing to leave the scene when they were struck down.

Tuford attempted to pursue the car, but returned to the scene, where he thought was an officer's signal. By the time he could gain a second start, the vehicle had disappeared.

B-29s Smash Targets Near Manchuria

By SAM SUMMERLIN

SEATTLE (AP) — U.S. Superforts blasted Communist airfields within cannon shot of Manchuria and struck at other sprawling targets far and near last night in their third biggest night raid of the war.

Forty-nine B-29s from Okinawa and Japan teamed up for the strike of the big bombers blowing heavy anti-aircraft fire and Red fighters to hit Sinuiju and Uiju in extreme northwestern Korea, their mission included bombing a big supply complex at Haechang and shelling a railroad yard at Hamhung and Communist battlefield positions.

Low-flying B-28 light bombers swept over the target zones of the Superforts to knock out searchlights and anti-aircraft guns. However, searchlights were not found, and the air raid was again recorded as a success.

Far East air forces reported the Superforts aimed at the target areas of Haechang and the coast near Manchuria, and they hit at least one coast at the Superforts with its guns. Most of the others appeared to be making northward runs.

The air raid did not succeed in destroying the main airfield at Haechang, and the Superforts were said to be back on the heels of the enemy.

The air raid was directed by Maj. Jack W. Dolohan, St. Petersburg, Fla., who reported seeing a mass of smoke rising from the target area.

On the battlefront, Communist artillery and mortar barrages slammed into Allied positions on the central front with Chinese infantry attacking the flanks of the Ridge. The Chinese Army reported the assault by some 90 Rads — was smashed by dawn.

The mission was an assessment of damage, the Air Force reported. U.S. Sabre jets downed three Communist MiGs, probably got one more on the way back, and damaged a fifth until last night's report.

The Air Force said 930 Communist trucks were wrecked during the week's operation.

A trail crew of 12 men were on their way today by barge, helicopter and foot to reach the site of the wrecked C-124 on Mount Gannett in the Whittier area.

The wreckage, sighted last Tuesday by Tenth Air Rescue pilots, is located at the 8,000-foot level of Surprise Glacier in the rugged mountainous area near Mt. Moore, president of the University of Alaska, and Lt. Thomas S. Sullivan, survival expert of the Tenth Air Rescue, landed at the site in Moore's small plane yesterday. They identified the planes as the C-124 which disappeared over the Gulf of Alaska on a training flight from McChord Field in Washington to Elmendorf.

There were .52 men aboard.

Dr. Moore radioed to search for the missing plane with one hour or so of life. The plane was almost completely covered by snow, leading observers to speculate the crash impact may have occurred a few hours ago.

The trail crew left Whittier at midnight for a barge and headed for Harrison Ford. The barge will land at the site of Surprise Glacier, if at all possible, the Alaska Command reported this morning.

Planes are to establish a base camp at the 4,000-foot level on the glacier, headquarters for the trail crew's operations.

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Crewmen will be lifted from the base by helicopters as far up the glacier as possible. Top altitude for 'copter work is 6000 feet.

Crewmen were assigned to the ferrying job and will use a cable on the gorges for landing space.

The base camp will be supplied by para-cable, and the crewmen are afloat on the 2,000-ton barge, if possible, is accomplished.

Heading the crew is Capt. William Hackett of the 19th Infantry Division and Capt. Fred L. McGuire of the Fourth Infantry Division at Ladd. Both are expert mountain climbers.

Bad weather "soaked" in Dr. Moore's crew yesterday. They worked in the snow, and supplies were dropped to them only after the snowstorm had passed and helicopters were ready to take them away.

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