

Lettermen key Pioneer hopes

Experience will play an important role in this year's football fortunes at Sandy high school.

Head coach Forrest Allen starting his second year at Sandy will have 18 lettermen on his varsity team.

Altogether coach Allen has had just under 50 players turn out for the varsity.

"Because of the experienced players on this team, I feel we are ahead of last year's pace in our pre-season drills," said Allen.

The biggest area where Allen sees improvement in his players is in the fundamentals. "Most of these players went through a good training year last year when they all saw plenty of action at the varsity level," said Allen.

Team spirit has been high during the two-day workout schedule the past two weeks.

provide the leadership the team needs to improve on last year's 1-7-1 record.

Other returning lettermen are juniors Mark Naylor, Jeff Jackson, John McVickers, Dan Turin, Mike Wecker, Steve Aubin, Eric Lundeen, Casey Darmony, Gary Blount, Tim Keller, Craig Pullen, Curt Phelps, and Gib Kalama.

The team will open its season next Friday, Sept. 7, at Dallas. The game will begin at 8 p.m.

The Pioneer coaching staff has been stressing conditioning during the pre-season workouts.

"Our players must be the best conditioned players on the field if we are to win," said Allen.

This year Allen is planning to use a rotation system to help keep fresh players in the game on both offense and defense.

"Most of our players will be expected to go both ways in a game, but we also plan to rotate each player to make sure everyone gets some rest during the game," said Allen.

This year also Sandy high will have a junior varsity team for the first time in several years.

The team presently has 23 players on it and will begin the season at a jamboree on Sept. 9.

The jamboree will be held at Estacada starting at 8 p.m.

Teams there will be Sandy, Estacada, Canby and Molalla.

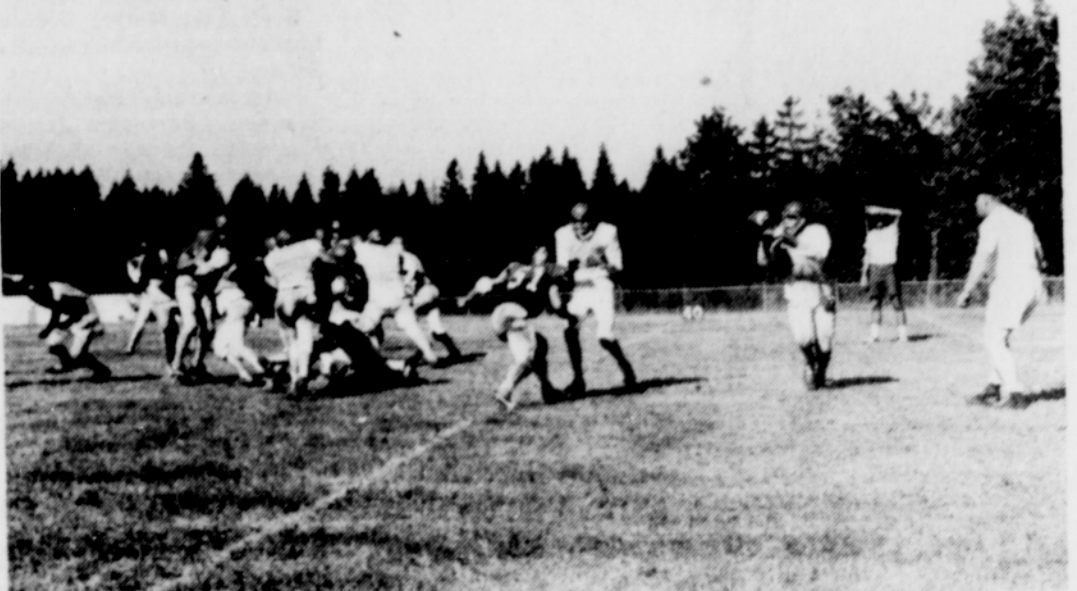
All teams will be made up of sophomore players. The last time the jamboree was held several years ago the Pioneers

came home with the first place trophy.

Allen said he is hoping to open up the Pioneer offense this year making use of a fine crop of receivers and the ability of veteran quarterback Dan Turin.

"Our defense looks to be our weakest point at present. We are small, but hopefully our speed will make up for it," said Allen.

The Pioneers will appear at home for the first time on Sept. 15 at 8 p.m. against Newberg.



FOOTBALLS HAVE been filling the air around Sandy high school the past couple of weeks. The Pioneers will open the

season Sept. 8 at Dallas starting at 8 p.m. The team has held several scrimmages recently.

(Post photo)

Frosh team sets practice

The frosh football team at Sandy high will open practice Tuesday, Sept. 5.

ALL freshmen planning to turnout for the team are told to bring their equipment and be ready to practice that night after school.

The coaches are expecting between 30 and 35 players to turn out for the frosh team.

Allen and his staff are looking for senior lettermen Ralph Peterson, Lyle Schoppert, Mike Montambo, Ken Blount, Al Norris and Allan Sturdy to

Bike rider loses leg

Howard Kautz, 26, of 5233 SE 104th, Portland, lost his leg in a motorbike-auto collision Tuesday afternoon.

Gresham police reported that his bike was hit by a car driven by Virginia Berglund, Rt. 3, Box 373, Gresham, as she pulled out of a parking lot on

Orient Drive just off Highway 26.

Kautz's leg was completely torn off, but he was reported in satisfactory condition at Gresham Community Hospital Wednesday morning.

The driver of the auto was cited for failure to yield



SANDY HIGH WILL have an experienced football team this year. Coach Forrest Allen has 18 lettermen on the varsity squad. The season starts next week.

(Post photo)

Sandy high sets fall schedule

COACHES

Football: Head Varsity: Forest Allen
Ass't Varsity: Mike Kostbra
Ass't Varsity: Glen Smith
J.V.: Steve Guthu
Ass't J.V.: Len Eaton
Frosh: Brad Hanna
Ass't: Ron Grantz

Rally Advisors:
Christy Wolstenholme
Rachel Larsen

Swimming: Jim Anstine

Cross Country: Ed Hug

DATE	DAY	SPORT	OPPONENT	SITE	TIME
Sept. 7	Thursday	Cross-Country	Invitational	Tillamook	1:00
8	Friday	Var Football	Dallas	Dallas	8:00
9	Saturday	Soph Football	Invitational	Estacada	8:00
11	Monday	Cross-Country	Estacada	Sandy	4:00
14	Thursday	JV Football	Dallas	Sandy	5:00
14	Thursday	Swimming	Sweet Home	Sweet Home	4:00
14	Thursday	Cross-Country	Silverton	Silverton	4:00
15	Friday	Var Football	Newberg	Sandy	8:00
21	Thursday	JV Football	Newberg	Newberg	5:00
21	Thursday	Frosh Football	Newberg	Sandy	5:00
21	Thursday	Swimming	Forest Grove	Sandy	4:00
22	Friday	Var Football	Silverton	Silverton	8:00
23	Saturday	Cross-Country	Invitational	Blue Lake	---
25	Monday	Cross-Country	Sweet Home	Sandy	4:00
28	Thursday	JV Football	Silverton	Sandy	5:00
28	Thursday	Frosh Football	Silverton	Silverton	5:00
28	Thursday	Swimming	McMinnville	McMinnville	4:00
29	Friday	Var Football	Sweet Home	Sandy	8:00
29	Friday	Cross-Country	Molalla	Sandy	4:00
Oct. 2	Monday	Cross-Country	Central	Central	4:00
5	Thursday	JV Football	Sweet Home	Sweet Home	5:00
5	Thursday	Frosh Football	Sweet Home	Sandy	5:00
5	Thursday	Swimming	Tillamook	Sandy	5:00
6	Friday	Var Football	Central	Central	8:00
9	Monday	Cross-Country	Canby	Canby	4:00
11	Wednesday	JV Football	Central	Sandy	5:00
11	Wednesday	Frosh Football	Central	Central	5:00
11	Wednesday	Cross-Country	Invitational	Barlow	---
12	Thursday	Var Football	Estacada	Sandy	8:00
12	Thursday	Swimming	St. Helens	St. Helens	4:00
13	Friday	Cross-Country	Interdivisional	---	4:00
19	Thursday	JV Football	Estacada	Estacada	5:00
19	Thursday	Frosh Football	Estacada	Sandy	5:00
19	Thursday	Swimming (Girls)	St. Mary's	Sandy	4:00
19	Thursday	Cross-Country	District	---	---
20	Friday	Var Football	Canby	Canby	8:00
26	Thursday	JV Football	Canby	Sandy	5:00
26	Thursday	Frosh Football	Canby	Canby	5:00
26	Thursday	Swimming	Canby	Canby	4:00
27	Friday	Var Football	Molalla	Sandy	8:00
Nov. 2	Thursday	JV Football	Molalla	Molalla	5:00
2	Thursday	Frosh Football	Molalla	Sandy	5:00
3	Friday	Var Football	Astoria	Sandy	8:00
3-4	Friday, Sat.	Swimming	District	Forest Grove	---
10-11	Fri.-Sat.	Swimming	State	Eugene	---

Work permit system outlined at meeting

Success of the new work permit system for minors under 18 years of age was outlined Tuesday, Aug. 22 to the Oregon Wage and Hour Commission at its regular monthly meeting in Portland.

According to Norman O. Nilsen, State Labor Commissioner and Executive Officer to the Wage and Hour Commission, the Board was told that the new system, initiated last fall, "has worked better than all expectations."

A.W. (Bud) Gardner, Administrator of the Wage and Hour Division of the Oregon Bureau of Labor, stated flatly, "It's been an unqualified success."

The new permit system features a permanent, plastic permit card issued to each minor to be used in obtaining jobs permitted by law. The old system required a different permit for each job.

"Under the old system," Gardner said, "permits were issued in five offices — at Portland, Salem, Pendleton, Eugene and Medford. Now all the permits are issued at Salem."

"We're getting more done at

less cost. In the month of June alone, we issued more than 10,000 permanent permits with just five employees working on the project.

"Also, under the old system we might get two to three weeks behind in the canning season. Now, at the very most it might be a couple of days when the load is tremendously heavy."

A note of praise also was sounded by Karl Fredrick, a representative for Associated Oregon Industries. "I certainly was impressed in getting a permit to work in a cannery."

"It's refreshing in this day and age not to have to go through a bureaucratic lathup."

In other major action, the Council directed Gardner to examine the Consolidated Work Order governing wages and working conditions and to suggest possible changes.

It was pointed out that changes already have been made by the Commission in sections dealing with work permits, rest periods and overtime and that both Federal and State Civil Rights legislation means that particular attention must be paid to possible sex discrimination in the Order's provisions, in this case discrimination primarily against men.

Albert Menashe, Assistant Attorney General and Counsel to the Commission, pointed out that recent Federal decisions have stated that practices involving sex discrimination are just as illegal for minors as they are for adults. He also said the Commission should examine its rules regarding weightlifting restrictions for women in the light of some recent court decisions.

Predators hit county

Predators living off the livestock and poultry of Oregon farmers continue to make greater inroads on turkeys than any other domesticated animal or fowl.

Figures released by the Livestock Division of the Oregon Department of Agriculture show 312 turkeys lost to predators in the period from July 16 through August 12. In second place were chickens with 228 of them lost to predators. Lambs were next with 189 killed by predators.

For the second straight month Clackamas County was the heaviest loser to predators. The losses tabulated by the regional office of the U.S. Bureau of Sports Fisheries and Wildlife showed that county with 188 losses to predators. The total losses for the 26 counties reporting was 895 and 90 new requests for service

were received after a visit by predators that resulted in loss of animals or fowl.

In Clackamas County the greatest loss was in turkeys with 138. Also reported as lost to predators were 13 sheep, five lambs, 12 chickens and 20 ducks.

Yamhill County, which was second in losses with a total of 138, report predators having killed 102 chickens, 12 turkeys, 10 calves, eight lambs and six pheasants.

Club observes 20th year

Mt. Hood Rock Club met Monday night, Aug. 28, at Dexter McCarty School to celebrate its 20th anniversary.

The club was organized Aug. 11, 1952, with 21 adult and 9 junior members. It started after Librarian Mrs. Vivian Hawkins had a rock display in the Gresham branch library.

There were six charter members present at the Monday meeting. They were Donald Birch, Gresham; Mr. and Mrs. Malcolm Bosler, Troutdale; Amos Porter, Gresham; Ted Schorten, Gresham; and Joe Welling, Portland.

Schoen is a past president, and sign up sheets for the match can be obtained by calling 666-4501.

FROM THE RIVER'S EDGE

By George MacAlevy



During World War I, the aviation industry progressed at a great pace in the warring countries. In 1914, the first war planes were bird like affairs, slow and very maneuverable, restricted to observation duties.

Very few had that then new refinement, hinged ailerons. To bank these early birds, the wing tips were warped up or down internally.

In the intervening four years through 1918, many changes took place. The rotary engine reached its peak and began to fade out of the picture. The triplane came and went, having its one brief year of glory in 1917.

The Germans, for instance, started the war with the moth like Taubes, a tiny frail monoplane. They went to biplanes, then to triplanes, and back to biplanes. Both Fokker and Albatross in Germany had triplanes in 1917.

The first good triplane was the Sopwith, British. As the Royal flying corps was restricted to models produced by government design, the efforts of private industry in England were restricted to the naval air arm.

So the British Navy fliers got the first triplanes and used them for such things as coast patrol, where their superior features were wasted. As is usual with too much bureaucratic control, the Royal Flying Corps found themselves on the front line with inferior equipment and were getting the tar beat out of them by the superior German Albatross biplanes.

The Naval Air Service was called upon to ship two squadrons to the front to bail the Corps out. This gave the Sopwith triplane the chance to show its superiority, which it did.

Independently, Anthony Fokker had also designed a triplane which was to become the mainstay of Germany's Flying Circus fighting squadrons during 1917 and early 1918. These two triplanes, the Sopwith and the Fokker had much in common. They were small single seat fighters with short wing span (just over twenty feet). They were equipped with light weight rotary engines of not too great horsepower, but they were highly maneuverable.

The single models were both the first and last of the line. Speed and power became more important, and the triplane did not function well with a heavy powerful engine. The 1918 models of all the powers were superior to the triplanes.

Albatross had had the edge on Fokker prior to the introduction of Fokker's triplane.

The Albatross C-3 biplane had ruled the air over no mans land for a year. The Albatross planes were generally heavier and faster than the other fighters of their era, but exceptionally well built.

When the Fokker triplane ended the C-3 superiority, Albatross felt they should get into the triplane game. Fokker already knew the airplane was a dead end and was working on his famous D-7 biplane design when Albatross tried to get a superior triplane.

But, like their successful biplanes, their triplane was a heavy nosed plane and was not maneuverable enough. Very few Albatross triplanes were

built. Albatross never regained its number one position in air supremacy again.

In France, Nieuport had been building light fast biplane fighters since early 1915. They too yearned for a triplane. One of the features of both the Sopwith and Fokker triplanes was the high stacked wings.

There was plenty of space between the wings to circumvent a pressure build up of the confined air between them. The lift of the middle wing would be nullified by this pressure if not enough space were left between the wings.

In order to get a lower profile, Nieuport moved the middle wing to a position aft of the other two.

This gave them the same profile as a biplane with the lift of a triplane and the resulting shorter wing span. But it also made the airplane unstable. Very few of these were produced. Nieuport went on to better and faster biplanes.

Fokker went on to the D-7 biplane, the first plane to have a welded steel tubing framework. This was the best plane to come out of Germany during the war. He had to come up with something.

The gasterp more powerful Spads, Nieuports and Camels were knocking his triplanes out of the sky. Sopwith had seen the futility of further triplane design at the same time, and after a succession of biplane models came out with the Camel, which turned out to be the foremost British fighter of the war.

Although the major U.S. contribution to the war in the air was the Liberty Engine and the Curtiss Jenny trainer, the

triplane came in for some consideration here too. Curtiss built at least one, pictures of which are still in existence.

In Italy, the Caproni plant built some very good bombers on the biplane design. Some were two engined and some were trimotors. They got the triplane bug, but for a different reason. To bomb Austria, they had to fly over the Alps with a bomb load. They designed a huge triplane bomber that would have the capability of flying over that formidable barrier with a two ton bomb load.

When it was unveiled, a pleneload of newspapermen were taken up in it to fly over Rome. While it was cruising over the city, the wing structure suddenly just folded up.

There were no survivors. The Italians built no more triplanes.

One of the successful Italian designs of World War I was the SVA9. The original design, the SVA7, I believe, was a fighter. This sturdy, single engined biplane made an excellent bomber for tactical purposes.

This plane made its greatest contribution to history when a Lt. Ferrarin flew one of them to Tokyo from Rome in a series of hops over country never before flown over.

This was the first flight to cross all of Asia.

The plane was brought back and displayed in a number of countries and then it disappeared from history. A year or so ago, it was relocated in an old barn.

Two enterprising men bought it and are restoring it. When international tensions lessen a bit, they hope to repeat the 1920 flight with it.

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