

ADOLPH brings greetings from **HELL!**

Reminder of World War II is the reference to Adolph Hitler characterized by Steve McDonald, Seaside, being firmly taken in hand by Maj. Gen. Thomas Rilea, Oregon adjutant general of the national guard. The bit of funmaking took place Wednesday during the 40 and 8 parade of the state Legion convention here. (Statesman photo.)

Nursery Order Slated Soon; Hearing Ends

Hearing before the state agricultural department on business methods of L. E. Marcus, owner and operator of Sherwood-Bulb Gardens, ended early Wednesday with prospects for a department order within the next two weeks.

Approval or rejection of an application to renew Marcus' nursery license is at stake. The state agricultural department charged Marcus with fraud, deception and misrepresentation in the sale of nursery stock.

During the closing hour of the hearing, under cross examination by the state, Marcus admitted a business shrinkage which had caused him considerable financial concern and also that he had conferred with a referee in bankruptcy and proposed that a group of Portland businessmen select a committee of five persons to conduct his business.

He attributed his financial difficulties largely to recent events including the order for the hearing. Marcus said there was no serious pressure from his creditors. At the peak of last season, Marcus said, he employed approximately 220 persons in his business. He now has only 21 persons on his payroll.

Marcus previously had testified that his business increased from approximately \$60,000 in the 1946 season to more than \$1,000,000 in the 1948 season.

Marcus was represented at the hearing by Alex Barry, Portland attorney, while the state's case was handled by state agricultural department employees.

The Sherwood-Bulb Gardens was one of the largest mail order bulb concerns on the Pacific coast and, according to Marcus, its orders for one season exceeded \$600,000.

U.S. Tax Officials Authorized to See Welfare Records

A special agent of the internal revenue service, upon making request in writing and presenting proper credentials, has authority to inspect the records of the state public welfare commission without a court order, Attorney General George Neuner ruled Thursday.

Neuner said he based his opinion largely on the policy of the state and federal governments and the fact that the social security agency contributes liberally of its funds to the Oregon public welfare commission.

TIPS from a CHAMP
HOW TO BUILD MODEL AIRPLANES
by Ronnie Thorsen

(Editor's Note: Fifteen-year-old Ronnie Thorsen of Portland has been bed-ridden most of his life with recurrent attacks of rheumatic fever. But that hasn't dampened his enthusiasm for model airplane building which he does with such skill that last year his plane, flown by a friend, took first place in an international contest. Ronnie tells in this series of articles how to get started in one of the fastest growing hobbies in the nation.)

CHAPTER FIVE
Balancing and Adjusting

For every model plane maker, there is a feeling of satisfaction that comes when his model is finally completed and ready to fly. Let's say that you have spent hours of time in planning and constructing a neat design and everything is all finished up to the point of actually trying it out.

What will be your next steps?

You won't want to wind up your prop or start your engine and let'er go into the wild blue yonder without knowing just what is going to happen. You'd be the luckiest builder in the country if your plane had perfect flight qualities without any adjustments being necessary.

Consider that you have selected a sound design to begin with and that you built your model carefully, following all instructions. There the big difference between getting top quality flight performance or maybe a disappointing crack-up will depend on how you

adjust your model for flight. Patience plays a big part in proper adjusting.

Test - Gliding Advised

Remember that before trying a flight, test-glide your model. By studying gliding characteristics and making proper adjustments you'll soon be getting real fun of owning a successful little plane. Keep in mind that if you don't know what your craft will do on every flight, it isn't adjusted. Before the model leaves your hand for the first glide, see that you have selected a breezeway in order to test accurately.

Look at your model first from

above. Check to see that wings are in alignment with each other and with the plane as a whole.

Take another look directly head on and correct anything out of line.

Now check the ship's balance by supporting it beneath the wing with your fingers. Balance points vary according to plane designs and more accurate adjustment using weights fore or aft may be necessary later. Your plans will usually indicate where the plane should balance. Unless it does balance, at least roughly, at this point, it would be unwise to attempt flying.

Does Propeller Wobble?

Take a look at the way your propeller "tracks." When viewed from the side, does it seem to wobble? Maybe the center hole in the prop hasn't been drilled true. Maybe the hole for the shaft is too large or perhaps the bearing for the prop shaft is faulty.

Having checked alignment and balance, let's have a look at the actual test glide and see what we can learn by doing this. Conduct your test glide over grass, keeping in mind a possible crash landing. Most modelers hold the fuselage well back of the wing, and push the craft with the nose aimed at a point on the grass about 25 or 30 feet ahead.

If there is any stalling tendency, try moving the wing back. A diving tendency is corrected by mov-

ing the wing forward. Sometimes it is more advisable to raise the leading edge at a wing to correct diving or to raise the trailing edge to correct a stalling condition.

Avoid Too Much Weight

Some models having fixed wings and tail have to be altered to correct stalling by adding weight such as solder or B-B shot in a small box cemented within the plane's nose. In most cases, addition of more weight cuts down performance and is to be avoided if possible.

Adjustments in most cases are dependent on what is to be expected of the plane. If your model is to be a good flyer, there will be a problem of making it operate within a certain area. We plane that disappears from sight, don't want to have to hunt for a so let's adjust our model so on a

Portland Symphony

Conductor Appointed

PORTLAND, Aug. 4 (P)—The conductor of Portland's "shoestring" symphony was appointed today.

He is James Sample, 38, Los Angeles, former associate conductor of the San Francisco symphony orchestra. Sample was chosen from among 20 applicants to succeed Werner Janssen.

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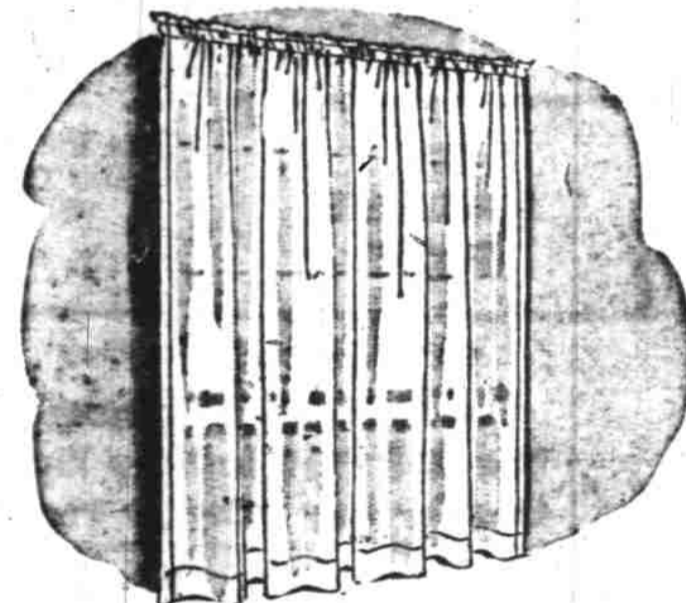
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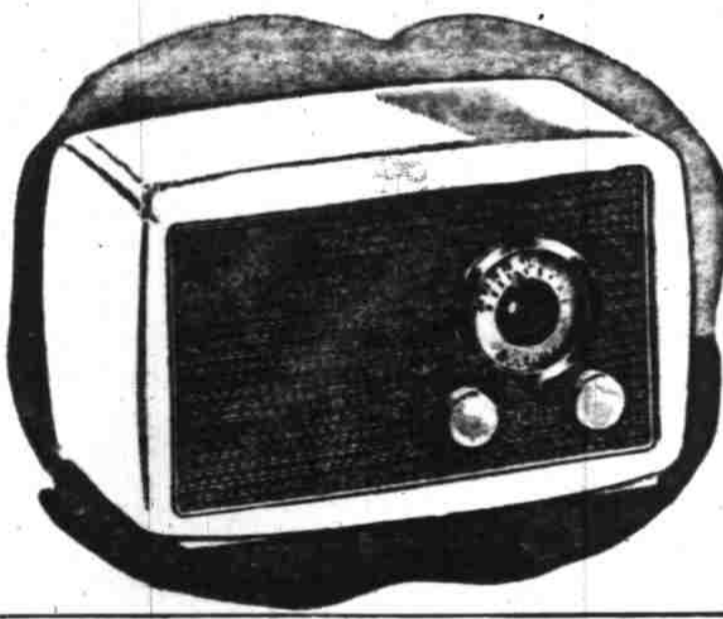
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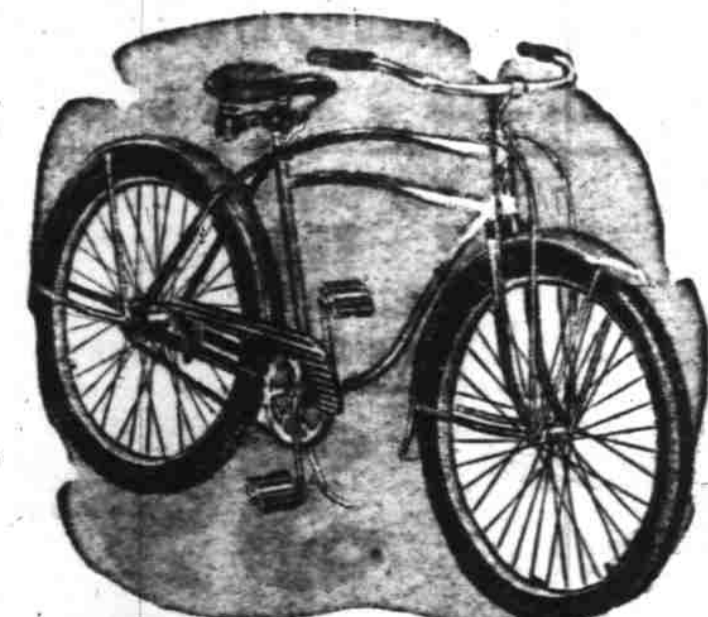
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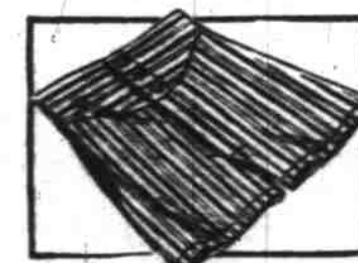
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