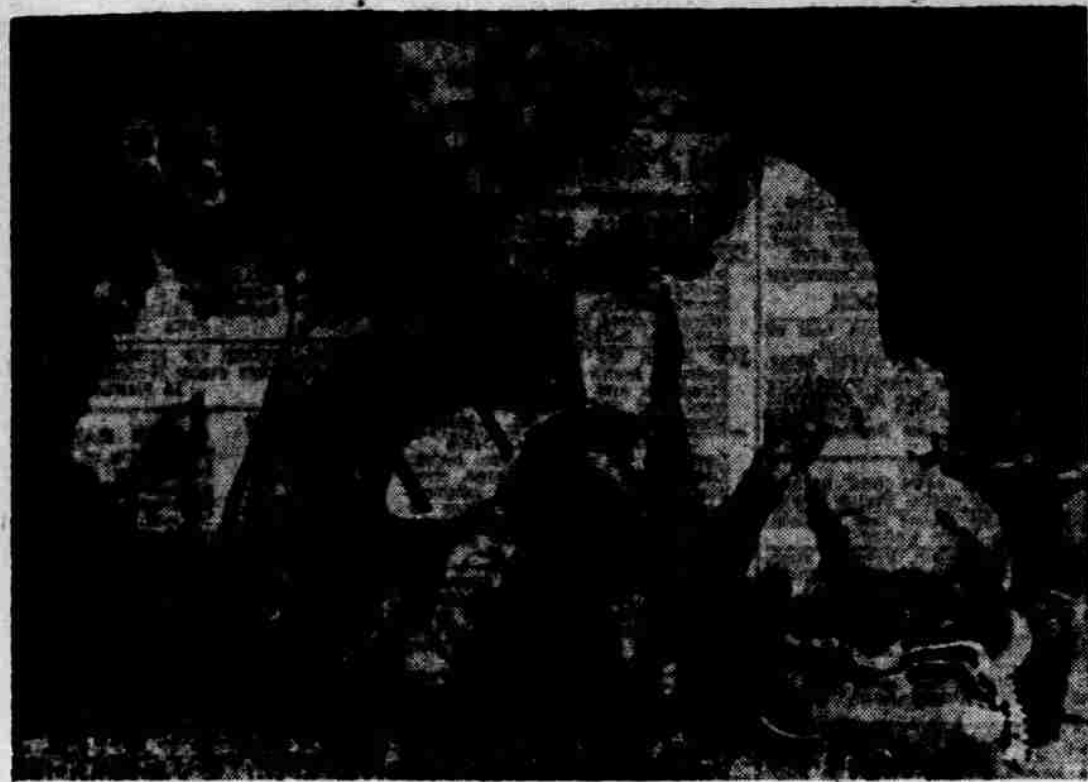




IT WAS JUST TOO HEAVY—Detroit Lion halfback Bob Hoernschmeyer (14) drops the ball when hit hard on the Lion's 20-yard line in third quarter at Detroit. Stopping Bob are Cleveland Browns' Tommy Thompson (lower right) and Ken Koss (lower center). Browns' end Doug Atkins is at the right. The night game wound up in a 24-24 tie.

Six General Steps Seen To Speed Aircraft Production

Washington—At least six general steps can be taken by Government and industry to speed production of military planes, and at the same time to reduce their cost, according to studies by the aircraft industry.

Production of modern military planes is one of the most complex manufacturing operations of all time, involving thousands of interrelated actions and months of time in assembling reeled parts, materials and components. Some elements of production time are irreducible; others already have been shortened by manufacturers through continuing advances in manufacturing techniques.

Joint Action Suggested
Aircraft Industries Association studies indicate, however, that the most significant reductions in aircraft lead-time (the time it takes to procure military planes) can be achieved through joint Government - industry action in six general areas, leading to increased production efficiency and decreased procurement time. Even more important, such action would increase the aircraft industry's ability to accelerate production in event of attack or other national emergency.

Objectives Can Be Met
It is, of course, true that lower costs do not always result from time-span. In fact, costs can be a shortening of the production increased if production is accelerated through use of such expedients as overtime labor, substitute materials, inefficient makeshift tooling, or extensive modification of aircraft after they come off the assembly line.

The combined objectives of cost-reduction and a shorter manufacturing time can be served, however, by improved practices and policies in the following general areas:

1. New contracting techniques. For aircraft already in production, substantial savings in time can be realized if manufacturers are authorized to place advance orders for aircraft components which take the longest time for suppliers to produce. A major airframe manufacturer's study indicates that placement of these orders prior to receiving continuation contracts for additional quantities of planes would decrease time between receipt of a re-order and delivery of the completed aircraft.

2. Streamlined approval procedures. Under the Armed Services Procurement Regulation, aircraft manufacturers must defer numerous essential operations until they are approved by the military services. For example, if the Government is required to provide machine tools under a facilities contract to supplement a contractor's production line, even an experienced manufacturer cannot order such tools until a detailed review is undertaken by the military services. Time required to obtain such approval varies from one week to three months—and is a factor in lengthened manufacturing time.

3. Reduction in change-orders. It is, of course, impracticable to "freeze" aircraft designs in a period of rapid technological advances. Production changes are made for a variety of reasons, such as changes to facilitate production, changes to substitute for unavailable material, changes to correct engineering errors, changes to meet military theater requirements, changes to incorporate improved equipment, and others. Some of these costly and time-consuming change-orders can be eliminated during the initial stages of production, however, through a more intensive service evaluation prior to full-scale production. Such evaluation of prototypes would also reduce the need for extensive modification of aircraft after they leave the production line.

4. Maximum simplicity commensurate with performance requirements. The complex and

costly equipment in modern aircraft saves lives—and is responsible for air superiority in combat. As aircraft become more complex, however, there is an accompanying increase in engineering design time, manufacturing time, initial and operating costs, and maintenance difficulty. To improve productivity and to decrease overall manufacturing time, the military services and the industry must continue to give high priority to studies of methods to simplify combat aircraft without sacrificing quality. This is, to a large degree, a matter of compromise.

Efforts are being made to shorten manufacturing costs and decrease production time by standardizing certain aircraft parts and components. Here again, significant progress is a matter of compromise: standardization cuts costs; specialization increases performance.

5. Production process engineering. Under existing regulations, a contractor can spend only a limited amount of money on so-called "process engineering" during the performance of a production contract. This restriction prevails despite the fact that development of improved manufacturing processes is a basic factor in cutting both costs and manufacturing time.

Cheapest, Simplest Way
For example, the quickest, cheapest and simplest way to make an important part of an experimental engine may be to machine it out of solid metal at a cost of \$5,000. Such a part might be produced for \$500, and in much less time, if it were cast or welded when the engine is put into high-volume production. A great amount of process engineering would be required, however, to determine whether the engine would continue to operate properly under all conditions with such a cast or welded part instead of the original machined part.

Any tendency to exclude these process engineering costs from a production contract leads to an artificial separation between engineering-for-design—and results in high costs and longer delivery schedules.

Living in Age of Peril
6. Stability of the production program. The President, in a recent speech, said that the nation today is living in an "age of peril" rather than a "moment of danger." Historically, however, the production programs for military aircraft and related equipment have been based on the concept of a "moment of danger," during which vast sums of money are appropriated, an almost overnight explosion of production facilities takes place, and all-out production of combat aircraft follows.

Invariably, after the period of danger appeared past, sharp cutbacks of aircraft production have followed. These fluctuations have been costly in terms of dollars, quality and military strength. In the long run, nothing can contribute more to decreased costs, increased quality, and reduced manufacturing time than range production program for a stable and relatively long-range production program for military aircraft and related equipment. Most important, such a program would give the aircraft industry the capability of accelerating production rapidly—a mobilization requirement which, in national emergency, could spell the difference between victory and defeat.

To Offer Entire Economy
The tremendous amounts of money that will have to be raised by taxation and spent over the years to give this nation adequate air defenses will affect the entire economy of the country. The necessarily high cost of such a program imposes a serious responsibility upon the military services and industry to take all possible actions to reduce costs

Rogue River

Rogue River — Mr. and Mrs. Cliff Voss of Old Stage road north of Rogue River are having a new cottage built on their place.

Mr. and Mrs. A. L. Smith of Springfield were week end visitors at the home of their parents, Mr. and Mrs. L. B. Smith, and Mr. Smith's sister, Mrs. Wesley Brown of Grants Pass.

The Rev. and Mrs. H. M. Shaw have returned from a two weeks trip to Santa Cruz and San Pablo, Calif.

Eleanor Matthisen of Emmett, Idaho, returned home recently after attending camp meetings at Rogue River and at Santa Cruz, Calif.

Mrs. Florence Milton has moved back to her home on Broadway street after eight months absence.

Silas Shaw of Jamison, Ore., visited his parents here recently, Mr. and Mrs. Shaw. Paul, another son, returned home with his brother after spending the summer vacation in Jamison.

Ralph Coats, former owner of the Building Supply company, now living in Portland, was in Rogue River last week delivering a load of lumber to the Main Street lumber yard.

Mr. and Mrs. G. E. Patrick and children, Sherre, Walter and Kathy of Casa Grande, Ariz., have returned to their home after spending two weeks here with parents, Mr. and Mrs. Earl Weaver. Carol Ann and Charles Weaver returned to Rogue River with the Patricks after spending the summer vacation in Casa Grande.

Linda Gould of New Plymouth, Idaho, has returned home after a month's visit here with her grandparents, Mr. and Mrs. H. M. Shaw.

Mr. and Mrs. Ray Powell had a surprise visit recently from an old school chum and his family, the Charles Marrs from San Diego, Calif.

Mrs. Irene Horn and Mrs. Nell Wright of Bellingham, Wash., stopped in Rogue River recently for a short visit with Mrs. Horn's aunt, Mrs. Lois Morgan. The visitors were en route to southern California.

Mr. and Mrs. Lawrence Joseph and daughter Laurie Francine of Benecia, Calif., were week end guests of Mrs. Joseph's brother and family, the Ray Powells.

Mrs. Charles Hill and grandson of Reno, Nev., visited a week recently with her sister and brother, Mrs. Dave McLaren and Cloyd Dix.

Mr. and Mrs. Buster Moore of Creswell are visiting their parents, Mrs. E. Reed Carter and Mr. and Mrs. Charles Moore of Evans Creek. Moore will teach in the school at Central Point this year.

EAT Hobby club held its regular meeting at the home of Mrs. Edward Martin on Highway 99.

and improve quality, while sustaining the ability to meet production needs in event of attack.

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Sportsmen Find Hunting, Fishing Paradise in Mexico

Mexico City—(U.P.)—American sportsmen are finding a hunting and fishing paradise in Mexico.

South of the border, few natives bother to take to the field or stream except to supply their immediate needs. Therefore, Mexico comes close to justifying its travel folder description as a sportsman's Valhalla, with abundance of fish and game, long seasons, and generous bag limits.

Fishing regulations in Mexico are simple and costs nominal. A year's fishing license costs only about \$2.50, and covers all waters and all kinds of fishing. Fishermen may bring their own fishing equipment into the country duty free.

Foreign hunters in Mexico, in addition to buying a license, are required to affiliate with a government-registered hunting club—a simple procedure as most sporting goods stores are licensed as official clubs.

Woods Full of Game
From the mountains of Sonora in the north to the hot jungles near the Guatemalan border, the woods are full of jaguar, mountain lion, lynx, grizzly, black and brown bear, wild boar and deer.

The small game roster includes coyote rabbit, squirrel, fox, marten.

The spotted jaguar or Mexican "tigre," sometimes reaching a length of nine feet, probably ranks with the Alaskan brown bear at top of the western hemisphere's big game list.

For bird hunters, Mexico is like a horn of plenty. Winged down from Canada and the U. S. each year, ducks, geese, doves, brant, stork and snipe funnel south into Mexico and concentrate in a narrow land area. They are so plentiful many farmers

Dr. and Mrs. Edward Chance are spending their vacation in Alaska. They expect to be home in three weeks.

Mrs. Day of Vancouver, Wash. is visiting her daughter and family, the Floyd Morrises.

Portland Boy Dies In Crevasse Fall

Longview, Wash. — (U.P.) — Sixteen-year-old Ted Sagerer of Portland, Ore., died of injuries suffered when he fell into a crevasse at the 7,000 foot level on Mt. St. Helens yesterday afternoon.

Volunteer rescuers from Longview and Kelso, Wash., were summoned but they reported the boy was dead when they arrived at the scene of the accident.

Sagerer was a member of a party of Hinson Memorial church young people on a holiday outing on Mt. St. Helens. The group's leader, Dr. Raymond Roy, Portland, said the accident occurred about 3 p.m. yesterday when Sagerer lost his footing and tumbled into the 30-foot deep crevasse. Another member of the party, John Knowles of Portland, also slipped but Roy said he pulled the

boy to safety from the lip of the crevasse.

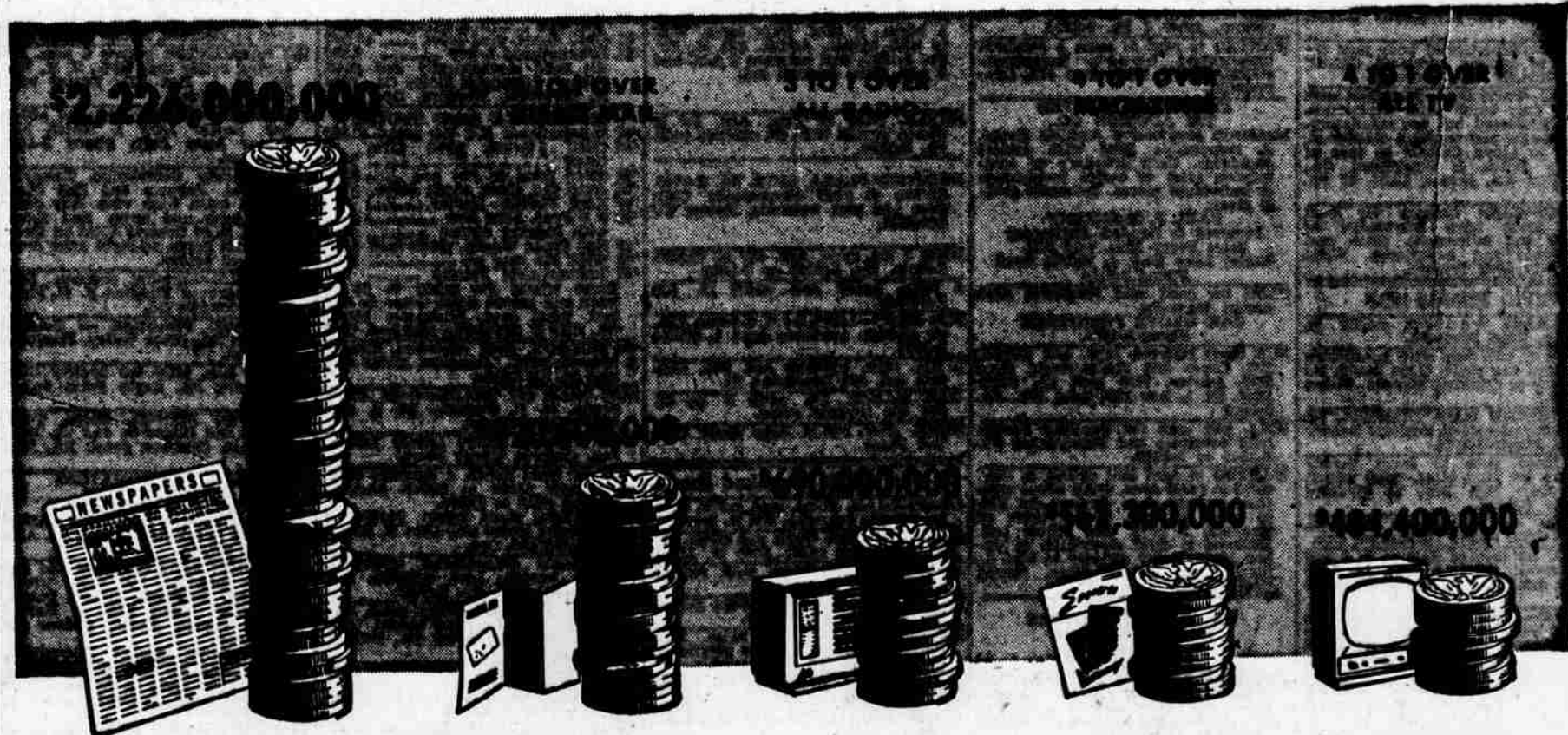
As ounce and one-half of coal has enough energy to pull one ton of freight for one mile.

Japan has an average of 1,500 earthquakes annually or about four shocks every 24 hours.

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If you're a salesman or district manager, ask your management for newspaper advertising to move out the products you sell.

And if you're a manufacturer, remember this: In 1951 ONE-THIRD OF ALL THE ADVERTISING DOLLARS IN THE NATION WERE ENTRUSTED TO **NEWSPAPERS.**

*Miscellaneous media: 25.5%, brings total to now high—64% billion dollars. Figures include production costs. *Dollars only (weekly and Sunday). Source: Preliminary estimates for 1951 published by Printer's Ink, Jan. 11, 1951.

The newspaper is always "first with the most"