

Piston-Engine Aircraft Become Problem Before Time as Jet Planes Come To Fore

By ROBERT A. SERLING

Washington (UPI) — "For sale: Four-engine airliner in spotless condition, one owner, completely equipped, low mileage, scrupulously maintained and driven by elderly pilot. Best offer."

That imaginary advertisement sums up one of the most pressing economic problems of the jet age—what to do with the hundreds of piston-engine aircraft that are becoming surplus years ahead of their time.

The following questions-and-answers discuss the difficulties of airliner disposal and the plans for solving those difficulties:

Q—How many piston-engine transports will become surplus?

A—Industry estimates vary from 400 to as many as 1,000 by 1965. One reason for the lack of a firm figure is the real effort being made by U.S. airlines to utilize their older equipment. Several, for example, are converting their big DC7's and Constellations to all-cargo configuration. Air cargo is booming and if anything, the airlines are short of cargo aircraft. However, there is a limit to how many surplus planes can be absorbed this way.

Q—Are there any other ideas for utilizing the older airliners?

A—One suggestion is the inauguration of a third level

of passenger fares—even lower than current air coach rates. The plan is to use DC6's, DC7's and Constellations on certain high-density routes, with no reservations, no meals and absolutely no frills. Airline officials believe this "air bus" or "commuter" service might attract millions of new customers. Another idea is to pour surplus airliners into the underdeveloped nations and areas which currently cannot afford air transportation systems. Naturally, this would involve federal financing and is strictly a long-range, almost hypothetical proposal.

Q—How about selling our surplus planes to airlines in Europe and South America?

A—There virtually is no

Experimental Food Kills Canine Fleas

Corvallis (Science Service) — Fleas drop over dead when they bite dogs fed with an experimental dog food being tested at Oregon State college here.

Two chemicals have been added to the kibbled dog food the pooches feed on. In tests, fleas have been permitted near the dogs; 85 per cent to 95 per cent of the fleas died.

Veterinarians checking the dogs found that the chemicals also reduced stomach worms. Entomologist R. L. Goulding began the work after experiments with sprays for cattle parasite control suggested to him with flea-proof dog food could be treated. In his research he worked with Dr. D. H. Smith, college veterinarian, and Dr. S. E. Knapp, parasitologist for the college's department of veterinary medicine.

They found that some dogs did not like the treated kibbles. Mr. Goulding says the chemical taste might be better masked in a dog candy. Additional research may show that only a little chemical is needed—perhaps just a small amount in dog candy fed once a week.

overseas market for U. S. piston-engine planes. First, foreign airlines want new, not used, equipment—and that means they're buying pure jets and prop-jets. In some cases they really can't afford expensive new planes, but there is national pride as well as competitive ability involved. No foreign airline operator wants to pit a DC7 against a jetliner. He not only wants to boast that his planes are as modern as anybody's else's, but he couldn't compete against the jets. Experts say the European market has just about disappeared. The South American market is limited by the weak economies of some countries and the instability of governments. And here again, there is a question of national pride—our neighbors to the south want jets, too.

Q—Well, come to think of it, an old airliner wouldn't be a very good buy anyway, right?

A—Wrong. The tragedy of the surplus airliner problem is that so many superb planes are uneeded and unwanted even though they have years of useful and economical life left in them. In most cases they are better today than they were the day they came off the assembly line. They have benefitted from constant modifications and improve-

ments. They have been beautifully maintained. Unfortunately, planes like the DC7 are victims of something that has never before happened in commercial aviation history: The jets are doing the job for which the older aircraft were specifically designed, namely long-range service. In the past new piston-engine airliners created new types of service and they never really replaced the older planes. That isn't the case with the jets, which outmoded the DC7's and Constellations overnight and literally left them with no jobs they could perform. Furthermore, one jet can do the work of three DC7's.

Q—Granted that nobody seems to want the bigger piston-engine planes, isn't there still a market for twin-engine airliners like the Convair and Martin?

A—Some market, but not big enough to absorb the approximately 200 Convairs and Martins that will be available by 1965. The local service airlines are buying some of these planes as replacements for their DC3's, but they're spending a lot more money on brand new prop-jets. Significantly, the easiest to sell used airliners today are Convair 340's and 440's—which can be modified to take turbo-prop engines.

Q—What are used airliners selling for these days?

A—It is hard to give specific figures, because so much depends on a plane's condition, equipment and other factors. One example, however: American sold 25 DC7's to an aircraft leasing firm for about \$950,000 each. The planes cost \$2.5 million new. But there is really no average price for a used airliner. Stratocruisers and the older Constellation models can be picked up for a song because there is no demand for them. Ironically, the ancient DC3 can still find buyers, although it's a far cry from the days when American sold its entire DC fleet for more than the planes cost when they were brand new.

Q—Can't the airlines shift their long-range planes to other routes?

A—In some cases, yes. American is using DC6's on routes formerly served by Convairs.



FRESH TABLE GRAPES—Most temptingly beautiful of all are the fresh table grapes. Purple and yellow, red and green, white and black in a wonderful array for eating out of hand, for combining with other fruits.

Feeding the Family

By ZOLA VINCENT

Food Editor

Grapes Galore Beckon

Shoppers in Local Markets

Grape growing is the world's biggest fruit industry and the oldest! It's grape festival time as grape growers gather for their annual shindig at Lodi, heart of the Tokay area. Our vast west coast vineyards grow 90 per cent of the grapes grown in the United States. Grapes from half a million acres vie in popularity for eating fresh, for wine-making, raisin-making.

Leading varieties

Today we concern ourselves only with fresh table grapes, the beauties of the fruit bowl or tempting desserts and salads. Perhaps 1,500 grape varieties are growing some where in our vineyards and gardens, but only these are considered as important commercial varieties.

About one-third of our grape acreage is planted to the Thompson Seedless variety which is both a leading table and raisin variety. These grapes are small, pale green to light gold and very flavorful.

Flame Tokay is large, glowing-red, and sweet. Ribier, an old European type, is big and black and juicy. Emperor is reddish purple and richly sweet. The Malagas—Red Malaga, ranging in color from pink to red purple, and White Malaga are fragrant and delicate in flavor. Cardinal, a cross between Flame Tokay and Ribier, is dark red and has a slightly Muscat flavor when fully ripe.

Grape Buying, Care

Buy mature grapes. Buy in small quantity and use quickly. To keep grapes for several days, sort carefully, spread on shallow pans or trays and refrigerate.

To prepare grapes for table use, wash in a colander or hold clusters directly under running water. Turn and shift so that each grape is washed. Pick off any grapes that are imperfect.

For a simple, refreshing dessert, cut clusters apart with scissors and serve alone or with other "finger" fruit and dessert cheese.

Peach-Grape Salad

Grapes greatly enhance any combination of fruits in a salad. For our picture, we combine fresh peaches (nectarines are good, too) and assorted grapes; offer them with snowy cottage cheese and mayonnaise or a combination of mayonnaise and dairy sour cream. Six servings.

8 ripe peaches (or nectarines)
1/2 to 1/3 cup fresh orange juice
Thompson seedless grapes
Tokay, Malaga or Ribier grapes
Cottage cheese
Mayonnaise and/or dairy sour cream

Peel peaches (or not, depending on variety), cut in half; remove stones and slice. Dip in orange juice. For each serving, place six peach slices and some of each kind of grape on lettuce leaf. Top with mayonnaise or mayonnaise and dairy sour cream. Serve with generous dollops of cottage cheese.

Grape-Ham Salad

For each 4 servings of a distinctive and delectable main dish salad:
1 1/2 cups cold cooked, diced ham
1/2 cup diced celery
1 cup fresh Thompson seedless grapes
1/2 teaspoon salt
1/16 teaspoon freshly ground black pepper

1/4 cup mayonnaise
Head lettuce
Seedless grapes for garnish

Combine ham, celery, grapes, salt, pepper, mayonnaise and toss lightly. Serve in lettuce cup or on shredded lettuce. Garnish with more seedless grapes.

Pantry Shelf Supper Ring

Convenient, Satisfying

Exactly as its name implies, this Pantry Shelf Supper Ring utilizes a number of convenience foods that have become staple items over the past few years. Though meatless, this entree is thoroughly satisfying to the inner man. Pitted ripe olives are at their best here, combined with pre-cooked rice, tomato sauce, seasonings and grated cheese. This may be served topped with creamed ham, hard-cooked eggs or vegetables, or as a side dish with meat or fish entree.

1 (13 1/2-ounce) package pre-cooked rice
1 1/2 tablespoons instant minced onion
2 teaspoons seasoned salt
1 (8-ounce) can tomato sauce
1 cup pitted ripe olives (3 1/2-ounce can)
1 1/2 cups grated cheddar cheese

Cook rice with onion and salt according to package directions using tomato sauce as part of the liquid. Cut olives into wedges. Add olives and cheese to hot rice; mix lightly. Pack into oiled 1 1/2-quart ring mold. Heat in moderate, 350 degree, oven 10 to 15 minutes or until re-heated through. Or, if it is to be served topped with cream sauce, meat, vegetable, hard-cooked eggs, or fish, turn out as soon as molded and serve immediately. Makes six to eight servings.

Lamb in Currant-Orange Sauce

Lucky is the family whose leftover lamb roast slices end up like these.
8 slices cold roast lamb
1/3 cup lamb gravy
2 teaspoons cornstarch
1/2 cup currant jelly
1/2 cup orange juice
Crumbed dried mint leaves

Mix cornstarch with gravy in saucepan. Add currant jelly, orange juice and mint to taste. Cook over low flame, stirring constantly, until mixture is slightly thickened. Heat slices of lamb in sauce; listen to exclamations of pleasure.

Huacamole Popular in Guatemala

Guatemalans, like the Mexicans, eat great quantities of trijoles, black beans and baked tortillas. Game and fish are plentiful and are consumed in great quantities. The larded pot roast (Carre Mechada) favored throughout Central America and recipe given in these columns recently is also popular in Guatemala. We feature their Huacamole (Avocado Paste) because of the local abundance of avocados.

2 ripe avocados
2 tablespoons lime juice
2 tablespoons finely minced green onion
1/2 teaspoon salt
Pinch of oregano (wild marjoram)

Remove skins and pits of avocados. Mash with silver fork. Add lime juice and blend to a smooth paste. Add onion, salt and oregano, stirring in lightly. Cover; chill and serve on lettuce leaves accompanied by tortillas. (If fresh tortillas are not readily available, canned tortillas can be bought in many food stores.) in our area of the

world, this paste is usually served in a small bowl as a dunking mixture for corn chips, sections of fried tortillas, or other flavorful dips.

Coffee Cake Topping

This Streusel-type topping is sprinkled over your favorite home-made coffee cake batter before baking. Combine one-half cup brown sugar, one-half cup chopped unblanched almonds, two tablespoons each flour and melted butter, and two teaspoons cinnamon. Crumble mixture and sprinkle over batter. Bake as usual.

Fruit Cocktail Sherbet. Allow orange or lemon sherbet to soften slightly. Fold in well-drained canned fruit cocktail and place in freezing tray. Refreeze until firm.

Early Choice of Career Possible

Chicago — (Science Service)

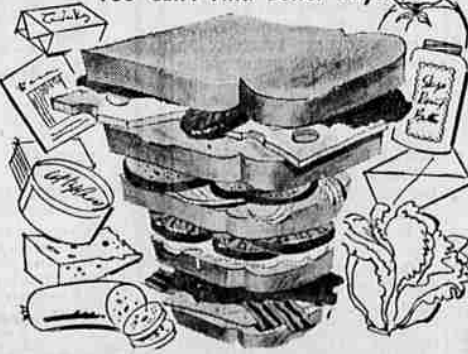
Boys and girls can make a realistic choice of career as early as the fourth grade, Dr. Robert P. O'Hara of Boston college told the American Psychological association meeting here.

Previously, it has been thought that fantasy-based choices—"I'm going to be a fireman because he drives a red truck"—are all that can be obtained from children through the sixth grade.

Dr. O'Hara's study of 1,200 boys and girls showed that in the fourth, fifth and sixth grades children can make a choice of a future career based on their own true aptitudes and interests.

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Satsuma Plum, Apricot-Pineapple, Boysenberry, Peach		Rice M.J.B.	20-oz. package 39c
Peanut Butter Laura Scudder full lb.	39c	Shortening Crisco	3-lb. can 69c
Mayonnaise Laura Scudder qt.	49c	Butter Snider's or Jorgensen's	69c Solid Pound
Prem Swift's	12-oz. can 39c	CUBES—Lb. 72c	
Tuna CHUNK—Light Meat	7 1/2-oz. Flat 19c		

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Basket of Tomatoes	15c 2 lbs. or over
Basket of Peaches	39c 4 lbs. or over
Basket of Pears	19c 2 lbs. or over
Basket of Grapes	25c 2 lbs. or over

Seedless, Tokay, Lady Finger, Ribiera

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