



FALCON—The 1961 Ford Falcon (Tudor Sedan, top) features a new, convex-shaped aluminum grille and introduces a new optional, 101-horsepower engine. The Falcon, most successful new car in history, delivers up to 30 miles per gallon on regular grade gasoline. The Fordor station wagon (below) features the roll-down tailgate window and a 78.2-cubic-foot load space. The 1961 Falcon will be offered in four models—two and four-door sedans and two and four-door station wagons. The new Falcon preserves the styling of the 1960 model, and continues to offer six-passenger seating room, the sports car feel, and 23.7-cubic-foot luggage capacity. Local dealer for the Falcon is Crater Lake Motors, Main and Fir sts., Medford.



CLUB VICTORIA—The 1961 Ford Galaxie Club Victoria, top, a new model in the Ford line that has been introduced, features the crisp, fresh appearance that earned a gold medal from an international fashion authority for "functional expression of classic beauty." Ford's station wagon series includes the nine-passenger Country Squire (bottom) and introduces the six-passenger version. The new Ford station wagons have a roll-down tailgate window, and the tailgate itself is seven inches wider than in 1960. All new Fords feature such major engineering improvements as 30,000-mile lubrication, heavier, self-adjusting brakes, and longer-lasting trim and underbody parts. Crater Lake Motors, Main and Fir sts., Medford, is local dealer for the new Fords.

Handicap Should Not Hinder Man From Employment

Whether a man is handicapped shouldn't matter when it comes to getting the best man for a job. "If he has the skill, that is all you have to look into," John Sindors declared in a talk to Medford Kiwanis club Wednesday noon.

The talk was in connection with National Employ the Physically Handicapped Week. Sindors, personnel officer at the Veterans Administration domiciliary, White City, is Jackson county chairman for employment of physically handicapped people.

Sindors pointed out that handicapped people aren't seeking special treatment and that all they want is equal consideration.

Person With Skills

Businessmen can't hire every handicapped person who comes along, Sindors said, adding that "you have to take the person with the skills and ability. You don't hire the handicapped just to be hiring the handicapped." When such people, who have the required skills are hired, "we are helping ourselves," the speaker brought out.

Sindors reported that about 30 million people in the United States fall into the definition of handicapped. Many are employed and about two million others could get jobs if they had vocational rehabilitation. He mentioned the need of state funds for such rehabilitation.

The local committee, according to Sindors, does not make job placements. Its primary task is to educate the public.

Question Program Slated by Porter

Congressman Charles O. Porter has scheduled a series of 30-minute radio programs throughout the fourth congressional district to answer questions telephoned into the station.

A program over radio station KMED at 8:30 p.m. Thursday, Oct. 27, will conclude the series, which starts in Grants Pass, Oct. 7. He also has scheduled programs in Eugene, Roseburg, Coos Bay and Albany.

Questions will be answered in the order received by the station. Questions from anyone can be mailed or left at the stations, or telephoned in during the programs, Por-

work over crackers and milk when Dalton came by. He had been watching through his spyglass.

"Good lord, Smith!" he said. "What are you doing? Razing the place?"

"Just fixing the eggcrate up there, Dalt," I explained. "We put in that L-brace."

"What!" he cried. "Is that all?" He looked around. "Brace, sledgehammer, saw, screwdriver, mallet, nailpull, drill, tire iron—all that to put in a little bitty L-brace?"

"Dalt," I said. "Suppose you grounded an electric drill to a water hydrant and it shorted. Would that electrify the water?"

He thought it over. "Don't suppose it would," he said. "Good," I said. "Let's go in and have a beer, then."

We were admiring our

OF SMITH & MEN

By Jack Smith

(c) 1960 — Times-Mirror Syndicate

For months I'd been meaning to fix the patio roof. The other day we got at it.

It's a clumsy eggcrate structure of redwood. One corner had come loose from the house. In a high wind it might have torn away and crashed down on the potted plants.

I figured all we needed was an L-brace to fasten the loose corner securely to the house.

We drove to the hardware store. We got a steel L-brace and six screwheaded bolts, size 3/16" x 1 1/2", six nuts and six lock washers.

We mounted two ladders and shoved the eggcrate against the house. It sprang back. We got a 14-ft-long 2 x 4 and lodged it against the outer edge of the eggcrate as a wedge.

We got a sledgehammer and drove in a stake to hold the wedge. Then we got the brace and bit and the dowsing jig and drilled three holes in the eggcrate to fit the L-brace. Unfortunately, it was a 1/4-in. bit. So our 3/16-in. bolts were too little.

We drove to the hardware store and got six 1/4" x 1 1/4" bolts, six 1/4-in. nuts and six lock washers. We bolted the L-brace to the eggcrate with the automatic screwdriver.

We set out to bolt the other end of the brace to the house, but the brace wouldn't fit under the eave. We got the electric drill. The cord wouldn't reach. We got the 50-ft. extension cord and a 30-ft. wire for grounding. We grounded the drill to the water hydrant. It is a precaution against being electrocuted.

Doug said, "Pa, if we did have a short in the drill and it grounded out through the faucet, would that electrify the water?"

"I don't know, boy," I said. "I never thought about it. Why do you ask?"

"Because," he said, "Ma's taking a shower."

Despite the wedge, the eggcrate was still 1/2-in. away from the house. We got the

ore saw and cut a 1/2-in. piece of wood to fill the gap. We drilled three holes to fit



KENNEDY IN INDIANA—Sen. John F. Kennedy, the Democratic candidate for president, waits on his introduction to six he made on a tour of the state. (UPI Telephoto)

Painting of Huge Airliners No Simple Job for 10 Men

Washington — UPI — If the chore of painting a kitchen chair throws you, ponder the problem of painting a 316,000-pound jetliner.

Painting an airplane is one of the unsung heroic jobs of aviation. It is about as easy as lifting a toothpick with a steamshovel.

When Boeing builds its giant 707 jetliners, it uses a 10-man crew just for the painting. They take two and a half days per plane, use about 100 pounds of paint and must overcome not only aesthetic but scientific problems.

For example, the rudder must be painted before it goes on the plane. It takes only seven pounds of paint, but that's enough to throw this delicately balanced structure out of kilter. So the rudder is painted first, installed on the plane, and dried. Then the necessary structural adjustments are made to keep the rudder flatter free. It might be compared hypothetically to painting an automobile fender before it went on the car, on the chance that the weight of the paint would throw a wheel out of balance.

Another headache is to keep the fuselage paint silk-smooth. The slightest imperfection could affect the air-stream that must flow smooth-

ly over the surface at 600 miles per hour. Yet the paint also has to be as tough as steel to withstand the pounding of near-sonic speeds as well as the elements.

At Boeing, the jets are cleaned, masked, pre-primed and primed before the actual paint is applied. An enamel finish goes on top of the paint, then the colors of the individual airlines — which in itself can be a problem. Some of them go in for elaborate color designs which would make Van Gogh revolve in his grave like a propeller. The final step is application of insignia and letters with an adhesive decal, and then waxing the entire plane.

All major U. S. airlines except one use fuselages painted white, plus their own distinctive color schemes such as TWA's Red Arrow through the window line, and United's blue window markings. American is the only major carrier using regular aluminum with no paint except for its traditional orange streak under the windows and orange "peel" on the engines.

The practice of painting fuselages white dates back to the early 1950's when research showed it helped cool the cabins of aircraft parked under a hot sun.

No airline has yet adopted the blaze orange used by Fed-

eral Aviation Agency and military planes to make their aircraft easier to see. The airlines point out that at

Two Accidents Are Reported in City

Two accidents were reported to Medford city police Thursday morning, neither of them resulting in any apparent injuries.

The first of the two accidents occurred at 6:30 a.m. on Riverside ave. at the intersection of 12th st. The accident happened when a car operated by Frank Albert Woods, 37, of 506 South Fir st., collided with a trailer being pulled by a car operated by Joel Caridean Letson, 23, San Francisco.

Police said both drivers claimed that they had the green light in their favor. Police cited Letson for having no registration. Damage to the car and trailer was described as moderate.

The second accident happened at 7:21 a.m. at the intersection of 10th and King sts., when cars operated by Dorothy Dena Elliott, 46, of 713 Dakota st., and Alexander Salvatore Mete, 17, of 1036 West 11th st., collided causing minor damage to both vehicles. Police cited Mete for failure to yield right of way to a vehicle on a through street.

Drivers Cited After Accidents in Valley

Two drivers were charged with traffic law violations after two accidents occurred on Table Rock rd. Thursday afternoon, state police said.

A car driven by Ronald Bailey Berquist, 24, of Eagle Point, collided with a vehicle driven by Cal Wilber Henderson, 58, of 804 Park st. The Henderson vehicle, owned by the Eldorado Mining company of Medford, was traveling north on Table Rock rd. when the Berquist car stopped for a stop sign at the Vilas rd. intersection and pulled onto Table Rock rd. hitting the Henderson vehicle in the right front fender.

Berquist was advised a complaint would be filed against him in district court charging him with failure to yield the right of way.

A second accident occurred about two hours later across from the state forestry department headquarters on Table Rock rd. A car driven by Walter Lomson Swell, 47, of Central Point, had slowed for a vehicle ahead of him due to children playing on the road. A car driven by Lenna Maude Russell, 48, Central Point, hit the Swell car when the driver attempted to apply the brakes.

State police advised the Central Point woman that a complaint would be filed against her charging her with following too close.

Washington — Dr. Joseph P. Bleckenseder, 66, administrative editor for a proposed eight-volume history of the Supreme Court, died Thursday.



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