

Airlines Are Increasingly Alarmed Over Correspondence Schools

Stewardess Class Claimed Useless As Third Wing

Washington—UPI—No matter what that slick-talking salesman says, you can't become an airline stewardess by mail.

The airlines are becoming increasingly concerned over the mushrooming growth of so-called "airline career" schools which do their teaching via correspondence courses.

The concern is two-fold: Some salesmen representing the schools are promising verbally (but never in written contracts) that completion of the courses guarantees jobs with airlines.

The courses are expensive (up to \$700) and yet offer less than what the airlines themselves furnish free in their regular training for reservations and ticket clerks as well as stewardesses.

Generally speaking, a \$700 correspondence course on how to be an airline stewardess is about as useful as a third wing on an airplane. It consists of from 30 to 60 individual lessons ranging from



FLORIDA WHITE HOUSE — This is an aerial view of the summer home of Joseph P. Kennedy where President-elect John Kennedy is expected to spend his vacations away from the White House. (UPI Telephoto)

aviation history to written instructions on stewardess duties. Students desiring to become reservationists or mechanics get about the same course.

Contains Nothing

"The material doesn't do anyone any harm from a general background standpoint," says Franklin Oelschlager, enforcement director of the Air Transport Association. "But in practical instruction it doesn't contain one single item that wouldn't have to be learned all over again in a regular airline stewardess school."

Oelschlager emphasized that no scheduled airline would employ a correspondence school "graduate" without putting her through its own training program — which makes the \$700 a complete waste of money.

The correspondence schools solicit high school graduates through the mail, and they invite inquiries from prospects via newspaper and magazine advertisements. Anyone who writes for information is visited quickly by a salesman.

Cancellation Forfeit

ATA files are replete with typical sales pitches. In one case, a prospect expressed doubt that she could ever get a job as a stewardess because she was 29 (maximum hiring age for most airlines is 26). The salesman told her "don't worry, I can fix it." She paid nearly \$500 for the course and then found no airline

would hire her because of her age.

One salesman got an inquiry from a young Negro girl in a small Maryland community. He signed her up for a \$860 course, assuring her that after completion she could get a job with any airline of her choice. When she tried to cancel out, she ran up against the standard correspondence school contract: Cancellation is allowed within the first 30 days but only after forfeiting \$150.

The schools offer correspondence courses, plus optional "classroom instruction." An ATA investigator looking into one school found that it operated from a small office in a downtown building. The "classroom instruction" consisted of a guided tour through the local airport and two or three lectures by minor airline employees apparently earning a little extra money on the side.

The promotion literature invariably emphasizes that classroom instruction is not necessary to successful completion of the course — a complete contradiction of regular airline training methods which recognize the importance of first-hand instruction in such vital fields as grooming, cabin service and emergency procedures.

One school promises that if the applicant signs up on the first interview, she gets not only free transportation to the city where the "classrooms" are located but a free bathing

suit is tossed in "to enjoy in the luxurious hotel pool."

There are about a half dozen airline correspondence schools in operation. Technically, they are doing nothing illegal. Representations made by their salesmen (invariably referred to as "bonded representatives") are verbal; the actual contracts the students sign offer nothing that cannot be delivered. It is not difficult but virtually impossible to prove verbal fraud. Yet from the complaints the airlines and ATA have received, there is little doubt that verbal fraud is involved. One of the schools is the same outfit the Federal Trade Commission ordered to cease and desist promising government jobs upon completion of a "government career" correspondence course.

Applicants Not Needed

The "bonded representatives" make no effort to weed out girls who obviously would make poor airline employees. They will sign almost anyone regardless of physical appearance, eligibility, intelligence and personality. And every prospect is assured — verbally, of course — that the airlines are falling over themselves to hire his school's "graduates."

"If the body's warm," commented one ATA official, "a salesman will get out his pen."

The salesmen are honest about one thing: The airlines are looking for stewardesses. But there is not a single airline in the United States which would regard a correspondence school diploma as a "come aboard and start flying right away" license. The major trunk carriers have invested millions in their own stewardess schools which are run like miniature colleges.

Some Reputable Schools

There are some reputable private stewardess training schools such as Grace Downs in New York. But these are "resident schools" — students must attend classes in person. The tuition for Grace Downs is less than \$300 for a four-week course — compared to the nearly \$700 charged by one correspondence school. And graduates of resident schools have no trouble finding airline jobs. In fact, many smaller airlines which cannot afford to have their own elaborate courses, rely on schools like Grace Downs for preliminary stewardess training.

Virtually all the correspondence schools boast of having job placement departments. ATA found that one school's "job placement" efforts consisted of including, in the final lesson, a list of all the major airlines and their addresses, plus advice on how to fill out an employment application.

ATA points out that if a girl wants to become a stewardess, all she has to do is apply to the airline of her choice. If she qualifies, she will be accepted for free training. There are no short cuts via the mail.

German Anti-Semitism Dormant But Far From Dead

Bonn, Germany—UPI—German anti-Semitism is dormant but not dead.

That is the considered opinion of both Government officials and Jewish leaders. The violent wave of anti-Semitism and neo-Naziism which plagued Germany from January to March is definitely over.

Antagonism towards the Jews still lurks in dark corners, however, the grim residue of Hitler's crazed racial policies.

The swastika has appeared off and on since March. Interior Ministry officials said, but such incidents have been

isolated and relatively unimportant.

No Fear of Attack

It appears that the 31,000 Jews living in Germany — compared to 800,000 in 1933 — may go about their business without fear of attack or threatening letters.

"One can never say such an outbreak will not occur again," one Interior official admitted. "We do know, however, that the anti-Semitic wave early this year is over."

This view is shared by Hendrick van Dam, chairman of the Council of German Jews.

It is impossible to say at the present time whether anti-

semitism in Germany is disappearing, but the fact is there are no or hardly any anti-Semitic signs at the present," he said.

Heinz Galinski, leader of Berlin's Jewish community, agreed.

The anti-Semitic wave is completely over," he said. "There have been no anti-Semitic incidents in Berlin since April."

The Bonn government earlier in the year accused East German communists of inspiring the outbreak.

Many persons believe the anti-Jewish wave did Germans good, in that it remind-

ed them of the horrors committed against the Jews under the Nazis.

It also showed them the present Government is determined to deal firmly with instigators of anti-Semitic incidents. Eight months ago, courts were sentencing sinners to prison sentences of up to two years.

Evils Illustrated

German television has also shown documentaries and films illustrating the evil of anti-Semitism.

German Jews themselves show they regard the situation peaceful enough by preparing the largest exhibition

of Jewish culture ever in Germany.

It opens Nov. 3 in Recklinghausen, in the Ruhr, and continues until January 15, 1961. It will present Jewish art and culture from Biblical times to the present. Exhibits have been borrowed from museums in Paris, Amsterdam, Berlin and from private collections the world over.

GERMAN TROOPS CURFEWED

Rheims, France—UPI—West German commanders kept their troops off the streets here and at Laon Friday to avoid incidents on Armistice Day.

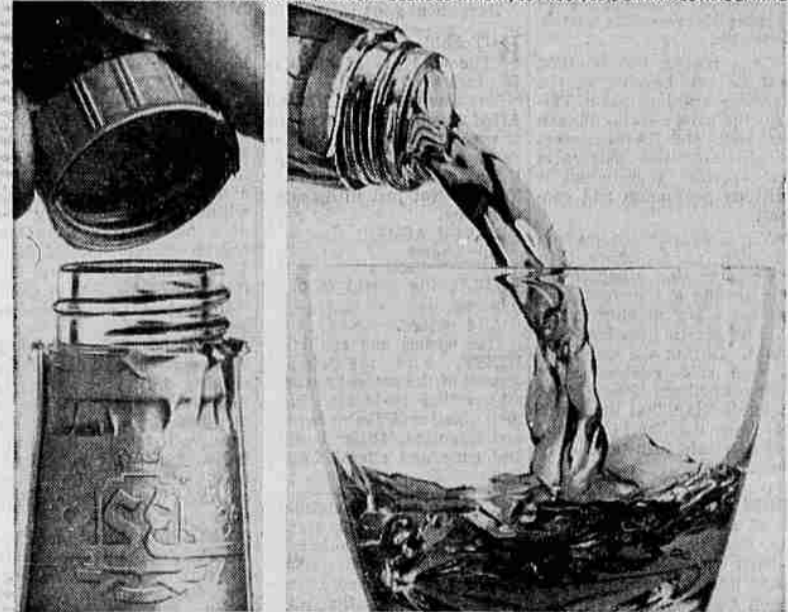
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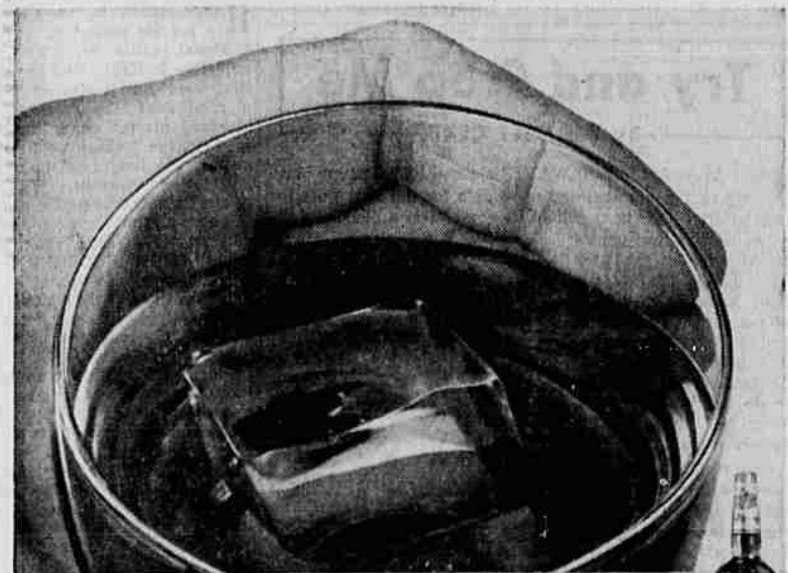
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Milnes Attends Two Conventions

Victor Milnes, president of Regal service stations of Oregon attended a National Oil Jobbers convention and the American Petroleum Institute convention in Chicago last week.

More than 2,000 petroleum producers and wholesalers from the country attended the two conventions.

Milnes is chairman of the Pacific Oil conference of oil men from Washington, Oregon and California, and represented the Oregon Oil Jobbers association as their national director.

He joined oil men from the Pacific coast who inspected petroleum installations in the Illinois area between the two conventions. He plans to return to Medford this week.

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