

Industrial Supply Firms Plan Outlets

Two Portland industrial supply firms will open southern Oregon branches in Medford soon, according to Lester E. Andersen, Portland businessman.

The two firms are General Bearing company, which has purchased Fam Bearing Company Inc., 126 North Front st., and Power Transmission Products, distributor of mechanical power transmission equipment. The second firm will open a branch office and warehouse at the North Front st. address.

The Fam company was formerly known as the Pritchard company and operated in the southern Oregon-northern California area for many years. Les Erik, owner of Fam Bearing, will hold a sale position in the new company to be called General Bearing Company-Medford.

Bob Seymour, assistant manager of Power Transmission, is currently in Medford organizing the new branch and setting up shelf stock inventories, Andersen said.

Electra 'Fix-It' Program Costing Lockheed Aircraft Firm \$25 Million

By ROBERT J. SERLING (Last in a Series)
Washington — The Electra "fix-it" program is under way.

It is costing Lockheed \$25 million to modify 135 Electras now in airline service so that the vibrations bug guilty of causing two fatal crashes will be eradicated.

Three Electras already have been modified, and are undergoing flight tests. The Federal Aviation agency then will run them through further tests before certifying the plane for resumption of normal cruising speeds of more than 400 miles an hour. It is now limited to a maximum of 259 mph.

The "fix-it" program involves:

- Installing additional front and rear engine supports; this will stabilize the propeller should any mount fail.
- Strengthening the entire engine nacelle structure with metal reinforcements and diagonal braces.
- Increasing wing strength by adding various reinforcements to ribs, spars and skin.

The extent of this modification—about 1,400 pounds of additional metal is involved—might indicate that the Electra was structurally unsound to begin with. This is not the case. Lockheed simply has gone far beyond what actually was necessary to cure the fatal vibration bug. In effect, it is changing the Electra from a strong airplane to one that is super-strong.

How about the 135 unmodified Electras flying around? Are they safe as long as they adhere to the speed restrictions? The answer is an unqualified yes from those who should know—not only Lockheed and the airlines involved, but the FAA, Civil Aeronautics board and the Airline Pilots association.

The attitude of the pilots toward the Electra's troubles is significant. Pilots have strong likes and dislikes about airplanes. They are the most hyper-critical group in aviation. Yet, from the very start, they have supported the Electra without reservation. ALPA's own evaluation report on the Electra, written after "rueful flight tests, was

the most laudatory ever handed a new airliner.

Shortly after Northwest lost an Electra at Tell City, Ind., this writer prepared a story pointing out the plane's good points. He received three letters, one long distance phone call and two personal visits from Northwest pilots thanking him for the article.

There's a good reason for the pilots' affection for this controversial plane. The Electra is a pilot's plane. It has more reserve power than any transport plane ever built, including the pure jets. It handles like a compact car, and has the best cockpit visibility of any commercial plane flying. No other airliner has as many pilot suggestions incorporated into its cockpit design. And no pilot ever has asked to be transferred from an Electra to another type of plane, even when the Texas and Indiana crashes still were unsolved.

No amount of pilot praise, nor even the massive modification program, will guarantee the Electra's return to complete public confidence. The tragedy of this proud and

powerful airliner is that no matter how safe it is, it probably will be criticized again the moment any Electra gets into trouble for any reason whatsoever.

It happened last September when an Electra landing at LaGuardia field in New York hit a dike at the end of the runway and flipped over. No one was killed. It was a clear case of pilot error, but demands for grounding the Electra were revived. Ditto when the starlings vs. Electra incident occurred at Boston last month. All the airlines hope

for is a common-sense realization by the public that few crashes in aviation history have ever been caused by the plane itself.

Hurts Lockheed

Lockheed, which is footing the entire modification bill, obviously has been hurt by the Electra's difficulties. Only one airline, Capital, has cancelled its Electra orders, but this was for financial reasons.

As of now, the airlines are not ordering new Electras—not because they lack confidence in the plane but apparently because they are not

sure yet about the public's reaction.

To aviation people, including Lockheed's competitors, the Electra is an unfairly maligned plane. It is not the first transport to suffer serious and fatal bugs. The Constellation, DC-6 and Martin 202 plus Britain's jet Comet all were grounded because of design flaws that led to fatal crashes. It took some time, but eventually all these aircraft won back confidence.

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Systemic Insecticides Added to War Against Tree Pests in State

Corvallis — Entomologists waging the war against forest insects are adding a weapon—that of systemic insecticides.

The insecticides get that name because they are absorbed into and circulated throughout the tree's entire system, an Oregon State college scientist explains. This means that gnawing or sucking pests that eat into the bark or leaves will get a lethal dose of the insecticide as part of their meal.

Much research still needs to be done on systemics for forestry use, Dr. Julius A. Rudinsky emphasizes, but they show great potential for selective and extended control of some insects that have largely defied control before.

They may be especially useful, for example, against such insects as bark beetles, mites, and aphids that have been able to "hide" from other chemicals, he believes.

Forest Insect Research

Rudinsky, who heads up forest insect research at OSC, was chosen to present a paper on systemics and other new forest pest controls at the Fifth World Forestry Congress earlier this fall. Insects are the forest's worst enemy, killing five or six times as much timber each year as 1 st to forest fires.

Systemics will not replace other conventional insecticides, Rudinsky noted, but do have some special important advantages.

These include seed treatment and soil applications for the protection of seedlings during their first season; trunk and root applications for younger and mature trees; complete treatment of trees with limited spray coverage; and "selective control" possibly of particular pests without killing off other beneficial insects as well.

Surprisingly Low Rates

Protection from systemics may be achieved at surprisingly low rates of application, research shows, and lasts for an extended period. Application may be made either by painting the insecticide in a band around the trunk, by needle injection, foliage spray, or soil application.

Small plot studies in this country and Europe are encouraging, Rudinsky said, but additional studies are needed before practical methods of large-scale systemic application under forest conditions can be developed.

Future research will include work on time of application, mode of absorption by the tree, detoxification or "wear out" of the tree protection, and development of compounds less toxic to warm-blooded animals and to fish.

Tremendous Forest Losses

Few people realize the tremendous forest losses inflicted each year by insects, Rudinsky reported. Last year in the United States, forest insects killed enough timber to build 600,000 five-room houses and killed one-fourth as much pulpwood as consumed by the manufacture of the nation's newspaper.

Added losses were caused by forest infestations which did not kill trees outright, but slowed growth and deformed trees.

Oregon, the nation's number one forestry state, is among the hardest hit. The recent bark beetle epidemic saw some 6,000,000 acres of Douglas fir forests infested. And from 1931 to 1942, the western pine beetle riddled ponderosa pine stands to the extent of 6,000,000 board feet.

Control is Complicated

Control of forest insects is complicated by several things, Rudinsky explained. One is that the Northwest's great, continuous stands of the same kind of trees are highly susceptible to spread of an insect over a huge area.

Chemical control programs that have worked wonders on farm crops—including the use of systemics—are vastly more complex on forests because of the tree size and the great areas involved.

Predators, or insects that prey on the damaging pests, are being tried with some success. Careful and proper management of forest stands also can help check losses, Rudinsky stated.

The systemics represent a powerful new control approach that will be increasingly important in coming years, he concluded.



WINDOW SHOPPER — Little Gail Kadlac, 4, of Miami Springs, Fla., visiting at Jacksonville, doesn't like shrubbery in front of the windows with all the toys. Gail wanted to get a good close look at all the pretty things in the store window. (UPI Telephoto)

Caller Apparently Believed Sign Was for Real

Ontario, Calif. — (UPI) — Mrs. Bernard Pennino opened the door of her home and was astounded to see the man standing outside turn pale, spin around and dash out the yard by vaulting a three-foot fence.

It took the housewife several minutes before she realized what caused the man's apparent terror, she explained to police Tuesday.

When the doorbell rang, said Mrs. Pennino, she tripped over the toy gun of her son, Jimmie, 15, and carried it with her to the door.

She discovered she had the gun in her hand while the man, apparently a salesman, must have been reading a sign her son had tacked up on the front door. The sign read:

"We shoot every third salesman and the second one just left."

VERTICLE MILEAGE

There are about 250,000 elevators in use in the U.S.

Deed Accepted for Road Right-of-Way

The Jackson county court yesterday accepted a deed for a portion of a county road right-of-way executed by Ray and Inez Cherry.

The right-of-way is along the Griffin Creek rd. in the Cherry Heights subdivision, County Judge Earl Miller said.

During a discussion on placing fog posts near the John Darby driveway on Griffin Creek rd., County Engineer Robert Carstensen said it might be possible to centerline stripe the road and eliminate the need for fog posts.

The county court had received a petition containing 49 signatures of residents of the area requesting fog posts. The petition noted that several cars have gone into a ditch by the Darby place on foggy nights.

WANTS DRY WASH

Monterey, Calif. — (UPI) — A 45-year-old woman walked into an automatic laundry unclipped Wednesday and tried to take a "bath" in a clothes dryer. Police arrested her on a drunk charge, but they couldn't resist asking why she chose a dryer instead of a washing machine.

"I didn't want to get wet," she replied.

BETTS WIN BET

Sharkville, Miss. — (UPI) — Bill Betts, a senior at Mississippi State College, won a \$14 bet Wednesday by running 20 miles in four hours and 15 minutes—and doing the last 10 miles barefoot.

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Velveeta Cheese 2-lb. loaf 79c	Laura Scudder's Mixed Nuts Jumbo 13-oz. tin 79c
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