

Tivoli Section Of Copenhagen Gives Amusement

By RALPH VILLERS
United Press International
Copenhagen—(AP)—“Wonderful, wonderful Copenhagen,” chanted the visitors here—and one of the reasons is Tivoli.

Few are the tourists any town would hope to see with the come-on, “See our amusement park.” Possibly the word “amusement park” has lost some of its glitter because of indiscriminate use by any crowded collection of rides and games in whatever depressing surroundings.

True, tucked into one corner of Copenhagen’s Tivoli is a ferris wheel, a roller coaster and other rides. But to the Danes, and their captivated summer guests, Tivoli means gardens, a riotous rainbow of colored lights, fine restaurants and superb entertainment.

Now in its 119th year, Tivoli is a small haven of nature and fun just off Town Hall square, the busy crossroads of this Danish capital.

In the mornings, townsfolk take to its flower and tree-lined walks to relax away from the bustle or to stroll the children. But as the day slips away, Tivoli takes on a new complexion with diners and fun-seekers passing through the gates.

Rampart Restaurants
Some of Copenhagen’s finest restaurants are to be found inside the walls of Tivoli, which itself stands on the old defensive ramparts of the city. And for the long-ways-from-home U.S. tourist there are a few stands featuring a “genuine” American hamburger.

From the terraces of open air cafes and beer gardens, the less ambitious sit and watch the scene pass by. On Saturdays and Sundays part of that scene is the unique Boy Guards, marching and drumming youths in royal guard uniforms of scarlet jacket, white trousers and tall bearskin hat, led by an officer on horseback.

But the lights of Tivoli are probably more famous. Buildings are outlined in thousands of colored bulbs. Multicolored lanterns wink on the lawns and lighted fountains bubble.

Pantomime
Famous in its own right is the original Italian pantomime, performed on a small, Oriental-like stage which has the spreading tail of a larger-than-life peacock serving as the curtain.

The stroller or bench-sitter can find bandstands along the walks, where orchestras, well reinforced with strings, play everything from light classics to Broadway “pops.”

An acoustically excellent Concert hall stands in the center of the park, one of the new structures among the gingerbread buildings of the past.

A Chinese pagoda rises inconspicuously beside the lake, a remnant of the old city’s moat. Not far away stands a restaurant looking more like a mosque than anything else.

Many years ago a Danish king, fearful of a revolution, was told the people would revolt if Tivoli were closed. Close it does early in September, but there is no revolt, because the Danes know they will have their Tivoli again come the next May.

Graduate Engineers Warned About Dirt
Denver, Colo.—(AP)—Young graduate engineers going into industry shouldn’t be afraid to get their hands dirty, according to J. Stuart Johnson, dean of the college of engineering, Wayne State university, Detroit.

Johnson told a recent meeting of the American Institute of Electrical Engineers many a graduate feels it is degrading to get his hands greasy or dirty, “that he is always to wear a white collar and is not even to approach a drafting board.” On the contrary, Johnson said, an assignment involving dirty hands and drafting is a chance to “get next to the true operation.”

“TEST TUBE” FOREST
Seattle—(AP)—Weyerhaeuser company says its “test tube” forest on the huge Vascott burn in southwestern Washington is a success. Experiments on 20-acre plots of Douglas fir in the burn showed fertilizing trees with nitrates has been accompanied by a 50 per cent gain in diameter and 40 per cent in height since 1955. Seed production was increased four-fold.

TREE FARM BENEFITS
Washington—(AP)—The tree farm movement with its multiple benefits of wood, water, wildlife, recreation and soil stabilization has added a record 3 million acres of timberland this year, the American Forest Products industries reports.

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Instructor Tests Pilots To Insure Safety of Riders

By PHIL NEWSOM
United Press International
Paris—(AP)—Jean Kisting is an affable Frenchman with close-cropped hair and anything but the appearance of a man plotting destruction for men and machines.

But it is destruction which occurs only in theory and is plotted only to improve and insure the safety of today's air travelers.

Kisting is an instructor-captain for Air France. He works in a modern glass and concrete four-story building at one side of huge Orly airport outside Paris.

It is standard procedure among airlines that each six months pilot captains and their co-pilots report for a proficiency checkup.

The checkup includes not only tests of a pilot's precision, judgment and technical knowledge of his aircraft, but his attention to passenger comfort as well.

When this correspondent arrived at Orly to keep an appointment with Kisting, he found him seated at the controls of a wonderful machine called a "simulator."

A simulator tied firmly to the ground can duplicate every condition or situation conceivable in the air, and some that can never happen.

At the flick of a switch, Kisting could signal the pilot that he had a fire in the baggage compartment, that a port engine had cut out or was afire, that his hydraulic system was failing or that ground winds were gusty and up to 75 knots.

It would be the pilot's task to prove he could bring his passengers and aircraft through safely.

"We'd like to rarely try to make them crash," said Kisting with a very smile.

Mechanical Flight
At Kisting's left, a mechanical pen moved slowly across a circular graph plotted for birds at Geneva, Lyons, Toulouse and Marseille.

The pilot taking his tests on a Lockheed Constellation simulator was instructed to set course for Marseille, approach, land and take off.

The pen on the graph moved surely on course for Marseille.

Still farther to Kisting's left, another mechanical pen traced on a rectangular graph the angle of approach.

To successfully pass his test, the pilot would be permitted an error of no more than 50 feet, plus or minus, and his landing would have to be made at a speed within five knots of regulation.

The landing successfully accomplished, the pilot took off for Toulouse. He failed to account for wind drift and at Toulouse had to circle to pick up his "outer marker" radio beacon two and a half minutes from the Toulouse runway. Over the beacon, he swung to the right, ticked off seconds on his chronometer, circled to the left to come back over the beacon and then completed his approach and landing.

To this correspondent, it looked like a mastery bit of flying. But Kisting shook his head.

"Not enough precision," he said.

The pilot would be in for more hours in the simulator until he either attained perfection or was dropped.

If he passed the exacting simulator tests, Kisting later would check him out in the air.

In Kisting's building were other simulators for the Caravelle jet and the 707 Boeing.

A test flight by this correspondent on the Boeing proved a dismal failure. The control board showed I had attempted a landing with wheels up and a wing dragging.

'Railmouline' Runs To Colombian Resort
Bogota, Colombia—(AP)—Luxurious "railmouline" are carrying tourists on a 475-mile scenic ride between Bogota and the Caribbean resort of Santa Marta.

The \$8, 20-hour ride is mainly along the Magdalena river, which is edged with jungles. Crocodiles, flamingos, monkeys and other jungle animals are part of the scenery.

Family Members Form Private Orchestra
Wilson, La.—(AP)—When the John Burham family here junes up, neighbors say that it sounds like a symphony.

Dad plays the violin and viola; Edward, 18, and Thomas, 10, foot French horns; Bill, 13, Jamie, 9, and Betty, 6, are clarinetists; Helen, 5, tootles a flute.

New York—(AP)—Have patience—in 10 years your federal excise tax on gasoline may be cut by 25 cents says Tax Foundation, Inc.