

Aviation Editor Finds Airline Work Trying Experience

Editor's note — UPI Aviation Editor Robert J. Serling recently donned the uniform of a United Air Lines passenger agent and worked a "PA's" trick at Washington National Airport. This is an account of his experiences.)

By ROBERT J. SERLING
UPI Aviation Editor

Washington — UPI — Well, there I stood in my new passenger agent's uniform with blue trousers, blue shirt, blue jacket and a blue cap with United's silver wings and the first thing the supervisor said to me was:

"Who the Hell told you to wear brown socks?" This naturally got me off to a poor start but, as it turned out, it was the least of my worries. I learned a lot in the next six hours, chief of which was the realization that passenger agents (some air carriers call them ramp agents) do more than check names off passenger manifest lists as the customers board flights, push the loading ramps to and from planes, and wave goodbye to the stewardesses.

This and a lot more. They answer myriad questions, mollify angry passengers, pay special attention to the very elderly, the very young and the very ill and also figure out answers to such problems as what to do when you have a sold-out flight ready to depart, with no airplane.

Assigned to Center

My first assignment was United's planning center, an office resembling a small control tower overlooking the airline's ramp area. Coordinator Warren Gamble welcomed his new "agent" in the soft, calm tones of a man at peace with the world and commercial aviation.

"You picked a blankie-time time to arrive!" he roared. "I've got a possible cancelled flight to Norfolk with a full load, and I've got 45 minutes to decide what to do."

His problem was simple. A Viscount was supposed to be used as Flight 200 Washington to Norfolk—but the plane had been delayed in another city and would not get into Washington in time to be used for the Norfolk trip. And there were no spare ships available.

Obviously, Passenger Agent Serling was not going to be much help in this dilemma, but Gamble solved the situation neatly. He had a DC7 coming in from Chicago which theoretically could be used for Flight 200 and still return to Washington in time for a return trip to the West. But DC7s are too heavy to land at Norfolk. Gamble met this challenge by "swiping" a smaller DC6B scheduled to leave as Flight 417 to Columbus and Dayton, Ohio, assigning this to the Norfolk trip and substituting the DC7 for Flight 417.

Simple? Not quite. One of Gamble's first calls was to Dispatch to find out if there was a DC6B captain available who was qualified to fly the Norfolk route. Dispatch located one—a Capt. Jurnigan who was about to head back to his home in Chicago.

"Grab him," Gamble said. "Tell him he has to fly 200 to Norfolk." Short pause. Dispatch phoned back.

Neck Looked Red

"Capt. Jurnigan says he's very pleased and accepts the invitation."

Gamble pointed out Capt. Jurnigan to me. He was walking away from the Chicago flight and even at a distance of several hundred feet, his neck looked very red.

Gamble introduced me to Pat McDonald, in charge of special passenger handling, who in turn introduced me to some mysterious symbols that appear next to passenger names on manifests.

"Mrs. J. Smith, S 1, 2, 3," That code means Mrs. Smith is an elderly person who requires a wheel chair that must be raised to the plane door with a special "fork lift."

"S-4" is a woman with a small child who will need assistance. "S-10" is a VIP passenger—and one of the S-10s I saw on a manifest that day was an "S. Carpenter." He deserved the S-10 code. It was Astronaut Scott Carpenter.

"S-6" is a passenger who does not speak English. "S-13" is a blind person. "S-12" is a passenger requiring special meal service. "S-8" is a person on emergency travel. "S-5" is a child under 12 traveling alone. And then there's "S-9"—a passenger who has been mishandled on a previous flight.

Check for Codes

"We check every flight for those codes," McDonald said. "We don't always have them marked down, of course, because a reservation may have been made by phone and we don't know whether we have a special handling situation until the passenger shows up. When you go down to the ramp and work a flight, watch for ticket envelopes that have the United shield stamped on the cover with a figure '1' inside the shield. That indicates it's the first time the passenger has flown. It's a good idea to be just a little extra polite and pleasant when you see one."

Now it was time for me to actually "work" some flights. This exposed me to the public but, worse than that, it exposed the public to me. United had the foresight to assign veteran PAs Larry Rice, Willie Thomas and Jay Daniels to work with me so I wouldn't set commercial aviation back 20 years—but even so, these gentlemen were not quite prepared.

I was at a gate helping to check boarding tickets when a passenger approached. "Can you tell me how far it is from Newport News to New York?"

"By plane?" I asked.

"No, by car."

PA Looked Green

"About 900 miles and it's a single-lane highway all the way," I told him—proud of my striking a blow in behalf of scheduled air transportation. PA Rice looked a little green. "He's only joking, sir," he informed the passenger. "I'm not sure what the driving distance is so why don't you

ABUA
1 OCT 1962
"COBETSKAY"
MOCKBA, CCCP
Par Avion
Air Mail



HOTEL
"SOVIETSKAYA"
Moscow, USSR

PAR AVION
Romaine Fielding
8380 Melrose Ave.
Los Angeles 46
California
U.S.A.
C.L.I.A.
MEIKOYHAPON

COLLECTOR'S ITEM—Romaine Fielding Jr. of Los Angeles has a new and rare item in his stamp collection. It is an envelope mailed in Moscow bearing three four-kopek Russian stamps lauding the Soviet Union's Sputnik satellite series and one four-cent American stamp commemorating the U.S. Man-in-Space Mercury program. Fielding, a manufacturer of laundry equipment being installed in Russia, received the stamps from one of his employees who is in Russia. (UPI)

REQUESTS REVIEW
Portland — UPI — Former government officer Earl C. Corey has asked the U.S. Supreme court to review his conviction of conspiracy and conflict of interest in wheat storage.

Justice Breaks Precedent To Speak on School Prayer Ruling

By LOUIS CASSELS
UPI Correspondent

It is extremely rare for a member of the U.S. Supreme Court to comment publicly on a decision that has aroused controversy.

Custom decrees that a formal opinion must speak for itself, without off-the-bench interpretation from individual justices.

In view of this tradition, considerable significance may be attached to a speech which Justice Tom C. Clark delivered this month before the Commonwealth Club of San Francisco.

Justice Clark said the furor which followed the June 25 ruling on prayer in public schools stemmed, at least in part, from misunderstanding of the court's position.

He said many people got the impression that the court had "outlawed religious observance in public schools."

"In fact, the court did nothing of the kind," he declared. Nor did the court hold

check when you get to Newport News?"

I helped push boarding ramps to and from planes. I wished passengers a pleasant trip and greeted them when they got off. I watched supervisor Bruce DeGroff straighten out a situation involving 51 passengers trying to board a 46-passenger plane.

At the end of six hours, I have acquired new respect and sympathy for airline operating problems. Station Chief Rex Garrel came over to say goodbye while I was wearily removing my uniform.

"I hope it wasn't too dull," he said. "Sunday's one of our easiest days."

that "there could be no official recognition of a divine being . . . or public acknowledgment that we are a religious nation."

All it did, Clark continued, was to rule unconstitutional a state written prayer circulated to state employed teachers with instructions to have their pupils recite it in unison at the beginning of each school day.

The fact that student participation in the prayer was on a "voluntary" basis "was not decisive," Clark said.

"The Constitution says that the government shall take no part in the establishment of religion. No means no."

Clark did not seek to make the press a scapegoat for public misunderstanding of the ruling. He said the court itself "might be blamed" for saving up its decisions to be handed down en masse on a single day of each week. Monday.

On this particular Monday, he noted, the court issued 16 decisions, and news agencies were "pushed even to get the result, much less the reasoning back of each judgment."

Mail Trend Changed
Initially, the court's mail was heavily critical. But "as soon as the people understood the holding, the trend changed. In fact most of my mail was favorable."

Clark's comments may put the quietus on some of the more extreme interpretations which have been placed on the prayer ruling.

But they still leave room for debate—not among ill-informed people, but among the best constitutional lawyers—about the effect of the ruling on religious exercises in public schools. Clark said the court did not "outlaw religious observances" in schools.

But Justice Hugo L. Black, who wrote the majority opinion, said in so many words that the court was applying the Constitution "in such a way as to prohibit state laws respecting an establishment of religious services in public schools."

Opinion Explicitly Stated
The majority opinion also stated explicitly that government has no business "writing or sanctioning official prayers."

New York—where the June 25 case originated—is the only state that has tried writing an official prayer for school use. But a good many states have laws which sanction, or require, the daily recital of the Lord's Prayer and the reading of passages from the Bible.

Do such laws constitute "an establishment of religious services in public schools?"

Three cases which have been appealed to the court from Pennsylvania, Maryland and Florida will give the justices an opportunity to answer

Two Flights Are Made With Injured

Two flights were made by Mercy Flights Inc., Wednesday.

Raymond Lawson, Scotia, Calif., suffered head and arm injuries in an automobile accident on Highway 299 near Trinity dam. He was flown from Weaverville, Calif., to Medford, and was transferred to Sacred Heart hospital for treatment.

V. B. Ward, Horse Creek, Calif., was the 1461st patient flown by the ambulance service. Ward was hurt in a logging accident near Happy Camp, suffering back and chest injuries when hit by a cable. He was flown from Happy Camp to Medford.

Politicians Added To Natural Hazards of Week End at Beach

By DICK WEST

Washington — UPI — A week end at the beach is, under the best of conditions, rather perilous recreation.

If you are lucky enough to avoid sunburn, shark bites and drowning, the chances are good that one of those muscle-bound nuts who insist on exercising will flatten you with a beach ball.

To this formidable array of natural hazards has just been added an artificial menace: Politicians.

Almost everywhere that you looked last week end, what was left of serenity at the shore was being shattered by office-seekers who have suddenly discovered that a sand spit usually contains a ready-made, pre-cooked audience.

President Kennedy's trip to the West Coast was billed as non-political and he is not up for re-election this year. But his dip in the Pacific was typical of what this type of campaigning can lead to.

Bathers who were peacefully enjoying the sea air at Santa Monica found themselves being swarmed over by a tidal wave of President watchers, some of whom followed Kennedy into the surf fully clothed.

They must have thought they were at one of Atty. Gen. Robert F. Kennedy's poolside parties.

One reporter described the scene at Santa Monica as "reminiscent of Coney Island," perhaps not knowing how right he was.

Coney Island happened to be one of the four New York beaches that Gov. Nelson A. Rockefeller chose to stomp last Sunday.

Descending on the half-baked hordes by helicopter, Rockefeller went around eating hot dogs, shaking hands and kissing babies.

There is no telling how many votes he lost by slapping backs that already had absorbed too much sun.

In Maryland, three Republican candidates made a helicopter tour of six beaches on the bay shore while a Democratic congressional candidate worked the ocean front.

The Republicans set up loudspeakers, which a beach needs like a hurricane. The Democrat walked about intro-

ducing himself to sunbathers, who previously had only sand fleas to disturb them.

The way things are going, America's beaches will soon have more candidates than sand crabs. I personally view the situation with alarm, but there is one small consolation.

At least the candidates won't be handing out campaign buttons. Swim suits being what they are today, there is no place to pin them.

Forest Grove Man Gets Five-Year Term

Salem — UPI — Joseph Robert Manning, 20, Forest Grove, has been sentenced to five years in the Oregon Correctional Institution for his part in the \$207 holdup of the Market Basket grocery last April. Two companions earlier received prison sentences for the robbery.

Try It

Crescent Toppings on Ice Cream

Make your own tarts, "spits," and parties with Crescent Toppings in a variety of delicious flavors: strawberry, caramel, pineapple, butterscotch and chocolate. Delicious and decorative, too, for cake fillings or icings.

CRESCENT

Spice Merchants Since 1883

CHRYSTAL MEATS

The House of Personal Service

4th and Fir

Phone 772-7315

STEAK SPECIALS

Rib Steaks	lb.	69¢
T-Bones Aged-Trimmed	lb.	98¢
Boneless Top Sirloin	lb.	\$1.09
Cube Steaks Beef	5 for	\$1.00
Leg of Pork Boned and Rolled	lb.	65¢

LOCKER SPECIAL

Klamath Fed
LOCKER BEEF Half or Whole lb. 47¢
CUT - WRAPPED - QUICK FROZEN

25 lbs. BEEF Family Order \$12.98



Mission's unique bite-size Space Noodle was made for flavor. It's fun to eat and an entirely new taste in noodles. It's nourishing with enriched high protein wheat and fresh eggs.

SPECIAL OFFER

CLIP OUT AND MAIL COUPON



FREE

Send us one empty Mission Space Noodle package with this coupon and we will send you a certificate good for another package of Mission Space Noodles. Mail to:
Mission Macaroni Co., 1016 8th St., Seattle 4, Wash.
(Limit of one per family. This offer expires Sept. 30, 1962)

NAME _____ (Please Print)

ADDRESS _____

CITY _____ ZONE _____ STATE _____
(Void where prohibited, taxed or otherwise restricted.)

"Space Noodle" Copyright 1962, Mission Macaroni Co.