

Briton Returns Over Trail Of Commercial Air Survey

By RALPH VILLERS
United Press International
Port Washington, N.Y.—(UPI)—As the single-engine float plane banked over the boat-dotted water of Manhasset Bay, Arthur S. Wilcockson glimpsed a familiar scene, even if it was 25 years in the past.

Here he was, flying again along the shore of this Long

Island commuter community and at a speed not much different than in 1937. But the first time he was at the controls of a four-engine commercial flying boat that could carry about 40 passengers.

The gray-haired Briton quickly spotted his onetime hangar and the ramp leading from it down into the water. And through the side window of the four-seater, he traced an imaginary line across the water below to indicate his landing path when he set the big flying boat "Caledonia" down on the bay after the first east-to-west transatlantic commercial survey flight.

"Actually it wasn't a very pleasant trip," Wilcockson

said with typical British understatement.

For comparison's sake, the longest leg of his initial crossing in the Caledonia—1,993 miles from Foynes, Eire, to Botwood, Newfoundland—took 15½ hours. His jet time for the 3,800-mile nonstop trip from London to New York a few weeks ago was 7½ hours. Different on Jet

On the Caledonia survey flight, he, the co-pilot and two radio operators—the only persons aboard—munched sandwiches and drank coffee from a vacuum bottle. It was different aboard the jet—as anyone who has dined crossing the Atlantic knows.

Wilcockson was a captain for Imperial Airways, the predecessor to British Overseas Airways corporation, when he took off July 5, 1937, on that flight to survey a commercial route across the Atlantic. Simultaneously, a Pan American World Airways Clipper crossed west-to-east on a similar survey.

Not until four days later, on July 9, and after a total of 30 hours, 23 minutes aloft did Wilcockson reach Port Washington and a rousing reception. En route, the plane made long stops in Newfoundland and Montreal.

Foul weather plagued the long over-water jump from Ireland to Newfoundland. Adverse headwinds kept the Caledonia flying at 1,000 to 1,200 feet practically the entire 15½ hours. Clouds and rain forced Wilcockson to navigate by dead reckoning and with the aid of ships.

Tailwind
He recalled, with a grin, that the Pan Am pilot had the winds with him, climbed above the weather and sat back to enjoy the trip.

World War II interfered with ever opening the flying boat route to Port Washington, but the information gathered proved invaluable for the wartime bomber and fer-

ry crossings. After about 15,000 hours of flying Wilcockson traded the pilot's seat for a desk job in 1942. He retired in 1960 as BOAC's operations service manager, but still serves as an adviser to the British airline.

Paul Bewshea, who met Wilcockson on his first arrival at Port Washington, and now is an adviser to BOAC's manager in the U.S., added

one note to the historic flight. Phoning Wilcockson in Montreal before his takeoff on the last leg, Bewshea told him to look for the George Washington bridge to take a bearing for a pass over Manhattan for the benefit of aerial news photographers.

"Where is it?" Wilcockson asked.

Replied Bewshea casually, "Oh, about 175th st."

Texas Dentist Molds Solid Gold Orchids

Dallas, Tex. — (UPI) — Dr. Jeff B. Bruton, a University Park dentist, has no trouble filling his time when he is not filling teeth.

He molds solid gold orchids with the same process he uses to make false teeth.

In the last two years, Bruton has made more than a dozen gold orchids and hopes to have a collection of such orchids in 20 or 30 species to display at flower shows.

Bruton grows the real orchids, and is a past president of an orchid society.

"I select a full orchid bloom from my greenhouse, make the mold and ease the bloom down into the compound," Bruton explained. "When it sets, I burn out the bloom and then have the mold ready to pour the gold or silver."

His collection includes orchids in polished gold, green gold, silver and sand blasted gold in sizes ranging from the small Epidendrum orchid to the large Phalaenopsis or moth orchid.

"I don't sell the orchids," he said, "but occasionally my wife tries to get her hands on them for jewelry."

Plastic Pipe Has One More Hurdle To Jump

Louisville — (UPI) — Plastic pipe, a major advance in basic equipment for homes, has one more hurdle to jump — obsolete building codes — before it can start carrying water for all household uses, reports Tube Turns Plastics here.

But the manufacturer predicts these barriers will be "swept away" and by 1970 homeowners will be enjoying the modern material's easier installation, superior insulating qualities and greater resistance to corrosion.

CASH ON HOOD

New York — (UPI) — About 82 per cent of all Volkswagens sold in Brazil go for cash, reports Volkswagen of America. Only about a third of all cars in the United States are paid for in cash.

Passing Traffic Difficult Maneuver

Detroit — (UPI) — Passing another car is one of the most hazardous maneuvers in driving.

That is the opinion of Philip Lewis, chairman of the executive committee of the Michigan Trucking Association.

Lewis said to remember these things when passing others:

1. If in doubt that you can pass safely — don't pass at all.
2. Know the performance characteristics of your vehicle and take them into account, but rely on horse sense to keep out of tight spots — not on horsepower to get out of them.

3. Never attempt to pass where your view of the road ahead is obstructed, or you can't see hazards to the side. Hills, curves, railroad crossings, intersections are dangerous places to pass whether or not they are marked as no-passing zones.

4. Check traffic in front and to the rear and signal your change of lanes when pulling out and returning to the right lane. Change lanes gradually, and only when you can do it safely.

5. Give warning with hands or signal light of your intention to pass.

Watchmaker Puts Up Wrong Time Clocks

New York — (UPI) — A New York watchmaking firm has put up a bank of clocks here that tell the wrong time.

They were installed by Bulova in the Overseas Press Club to make foreign correspondents feel at home no matter how far they are away from home. Each clock shows the correct local time in a different major city around the world.

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