

Air Age Brings Humor With It

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Washington - (UPI) - The air age has brought humor along with its headaches.

Take, for example, the story of Aviatix Jerrie Cobb, first woman to pass the same physical tests given to astronauts. The Naval Medical school at Pensacola, Fla., wanted to put Jerrie through a series of additional special tests. It sent this message:

"Request authority for civilian Miss Jerrie Cobb to fly in Naval aircraft for the purpose of baseline studies to determine fundamental differences between male and female astronauts."

Came this reply from the Chief of Naval Operations:

"If you don't know the difference already, we refuse to put money into the project."

The airlines in any year are always good for a collection of anecdotes. Charles Ruby, president of the Airline Pilots association, likes to tell this one on himself: In his early days as an air-

line captain, he arrived at operations for a flight from Miami to New York and inquired of the dispatcher who his copilot was.

"A new man named Smith," the dispatcher said. "Is Smith around?" Ruby demanded in a loud voice.

"I'm Smith," came the reply from a young man wearing a blue uniform.

"Well, let's get the show on the road, son," said Ruby.

They boarded the plane and took off. For the remainder of the trip, Ruby was sharply critical of his copilot's performance. He handled the plane poorly, he booted up the check list, and in general proved to be the worst and most nervous copilot Ruby had ever seen. After landing in New York, the captain looked at his youthful colleague and shook his head.

"Son, when we get back to Miami I'm going to recommend they put you back in flight school. How the hell did you ever get to be an airline pilot?"

"I'm not," was the reply. "I'm ramp agent Joe Smith and I've never been in a plane before. They told me always to obey a captain. When you told me to climb aboard, I did."

Even harried air traffic controllers have their chuckles. At one Western airport recently the tower was swamped by arriving and departing planes and communications lines were crackling.

For just a few seconds, there was silence. The chief controller flicked on his microphone to all frequencies and said calmly:

"Okay everybody. Dismount, regroup and prepare to fight on foot!"

The Cleveland newspaper strike brought laughs to the crew of one Northwest Orient Airlines plane. For years, Northwest pilots have referred to the Cleveland control tower as "Patterson tower" - after United Air Lines President

W. A. Patterson. It is their firm, if perhaps erroneous, belief that the tower gives landing preferences to United flights.

During the strike, Northwest had been flying in copies of newspapers from other cities. One night, a Northwest plane asked for landing clearance.

"You got any newspapers on board?" asked the tower.

"Affirmative," replied Northwest.

"Okay, Northwest," snapped the controller. "You are cleared number one to land."

The most widely-publicized among pilots cabin public address announcement of recent times came from an Eastern captain who for months had been complaining about Atlanta's airport. The field has a new \$20 million terminal building but also lacks dual runways - which causes frequent traffic delays.

Eastern's man was coming into Atlanta on a clear night and was advised that due to runway congestion, no approach or landing clearance could be expected for an hour. The captain flicked on the cabin P.A.

"Ladies and gentlemen," he intoned, "air traffic control advises we will be unable to land for at least an hour because of runway congestion. I know all you folks aboard who are from Atlanta are mighty proud of your new terminal building. It's the most beautiful I've ever seen. But unfortunately I can't land this monster in the lobby."

Stewardesses are the source of many airline stories. There was one girl who had been flying for five straight days, got back to her apartment and was just about to crawl wearily into bed when operations telephoned.

"We need a girl for a night coach flight and you're on reserve," operations said.

She put on her uniform again, went back to the airport and was complaining to the captain about her unhappy fate.

"Look, it's a light load with no meal service," he told her. "The last row of seats in the rear has a removable arm rest. Block it off and after you get everyone settled down, just take out the arm rest, curl up and take a nap."

The stewardess thought that was a fine idea. She put two "occupied" signs on the last two seats, eventually went back for her nap, and found a woman passenger had moved into one of the two seats.

"Mam'm, would you mind moving up to the seat ahead of you?" the stewardess asked politely.

"Why?" the woman demanded.

"These seats are reserved," the girl replied.

"For whom?" said the woman.

"Frankly, they're for me," said the stewardess.

"Young woman," proclaimed the passenger. "You are nothing but my servant. You are on this aircraft just to serve me. I repeat, you are just my servant!"

"Okay," said the stewardess. "Then would you mind getting the hell out of the servant's quarters and letting me go to sleep?"



BECOMES MEMBER—Gov. Mark O. Hatfield is shown above as he received an honorary life membership in Hillah Temple. Sen. Lynn Newberry, Potentate Hillah Temple, made the presentation. With him were L. B. Mayfield, past Potentate, and Representative W. O. Kelsey of Roseburg. Gov. Hatfield is a member of Al Kadar Temple of Portland.

Principle of New Bill Is Favored By C of C Group

The new ordinance regulating signs along the freeway through Medford, adopted by the city council Thursday night, was approved in principle only by the governmental operations committee of the Medford Chamber of Commerce at the second meeting devoted to the subject by the committee members.

A motion, passed by unanimous vote, asked that some changes and modifications be made in the ordinance, and that a further study of the whole matter be made including an analysis of the sign industries' proposals.

The committee concluded that "a serious attempt should be made to bring both views into compatibility."

The "important elements basically affected by the ordinance were listed as: the sign companies, the businesses depending on sign advertising, and the traveling public utilizing the freeway."

Al Bradford, president of the city council and chairman of the mayor's committee on sign legislation, explained the ordinance and described it as less restrictive than the regulations made by the state. He said there were still some areas of the ordinance that might be modified but that his committee had brought in a "fair ordinance."

Sign company representatives appearing before the committee described the ordinance as "restrictive, arbitrary and discriminatory."

They asked for further study and modification.

Robert D. Heffernan, chairman of the governmental operations committee, asked for a motion which he could pass on to the chamber of commerce expressing the committee's views. The motion was then passed supporting the principle of the proposed ordinance as outlined by the mayor's committee and asking for some changes and modifications.

Extension Granted To Consider Lease For Property Use

An extension of two weeks was granted to Rogue Flying Service by the Medford city council Thursday during which to negotiate a new lease agreement with the city for use of property at the municipal airport.

The request for the extension was made to City Manager Robert Duff by the firm's attorney, Frank J. Van Dyke, who reported that one of the principals to the lease was out of the city.

Action Is Deferred

The vote to extend the expiration date of the temporary term to April 18 was unanimous.

The group also voted to defer action for two weeks on a new lease for Valley Aviation at the municipal airport.

In other action the council voted to:

- Approve plans and specifications and provide electrical energy for traffic signal installation at Interstate 5 interchange at Crater Lake highway and Bidle rd.
- Call for a public hearing April 18 to consider removing recent Capitol Hill annexation territory from Medford Rural Fire Protection district.

- Award a contract for audit of city accounts for 1962-63, 1963-64 to Oliver P. Taylor.
- Establish Bidle Road Water Main Fund No. 3.
- Accept the completed Rogue Valley Estates area sanitary sewer.
- Deny a request for a variance to allow construction of a garage at 1418 Reddy ave.
- Grant a change of zone at 16 South Peach st. from single and two-family to multiple family.
- Award a contract for 1,000 feet of 2 1/2-inch fire hose and 400 feet of 1 1/2-inch fire hose to West Coast Fire Apparatus company, which submitted a bid of \$1,622.
- Award a contract for 497 traffic signs to Traffic Safety Supply company, which submitted the low bid of \$1,392-60.
- Approve a request from Gaudet Printing Center, 623 Market st., to black top an area adjacent to the building to be used for vehicle parking.

All councilmen attended the meeting, which was presided over by Mayor James Dunlevy.

"The birds is coming!"

Dr. Wilson Speaks About Education at Meeting

Paying for education should not be a burden but an opportunity, Dr. O. Meredith Wilson, former president of the University of Oregon, told members of the Rogue Valley Knife and Fork club Thursday in Medford.

Now president of the University of Minnesota, Dr. Wilson spoke on the "Future of Higher Education." The speaker reviewed education in the United States, explaining that when public schools started in the 19th Century, it was a program not seen elsewhere.

He quoted James Madison, who said that popular government, without popular education, is a prelude to a farce or a tragedy.

The speaker explained that the average family today wants their children to have more education than the parents. He added that in 1930 12 per cent of the college age group were in college; in 1962 it had increased to 39 per cent. It has been forecast that this figure will be 67 per cent by 1985.

Dr. Wilson stressed that no one is denied educational facilities to show his talents.

New members of the board of directors who were elected were Mrs. Lawrence Buonocore, the Rev. John O. Reynolds, and John Winton. Otto Frohnmayer, president, presided at the meeting, which is the last of this season.

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