

Striking Brunette Tells All About Stewardess Role

By ROBERT JO BERLING
UPI Aviation Editor
Washington - (UPI) - Beverly Boyer is one of the 10,000 stewardesses working for the U.S. scheduled airlines.

In a sense, she is typical. A striking brunette, poised and mature far beyond her 25 years, in love with her job and its opportunities but honest and open enough to discuss some of its drawbacks.

In an equal sense, she is not exactly an average stewardess. Beverly has been flying for American Airlines since 1958. Her own airline, like all the others, considers itself lucky to keep a good stewardess longer than two years. She lives with her family in Washington, D.C.; the overwhelming majority of stewardesses (some carriers call them hostesses) share apartments and a few prefer living alone. And unlike some of the newer girls, she would rather work trips on the seade and veteran Convair 240, a twin-engine piston airliner, than the glamorous jets.

Likes Convair
"It's more informal, you can take more personal care of your passengers and literally you can put more of yourself into the job," explains Beverly.

Her seniority at American's Washington base gives her a chance to bid the relatively few Convair trips. Last month, she flew eight round-trips to get in her maximum 80 hours flight time. Her flight left Washington at 12:05 p.m., for Charleston, W. Va., and Cincinnati, another segment to Louisville, then back to Cincinnati, Dayton, Columbus, Canton-Akron and Cleveland — arriving in Cleveland at 11 p.m. for a one-night layover.

She left Cleveland at 3:15 p.m. the next day, returning to Washington via Dayton, Cincinnati and Charleston. She averages 15 days off a month and clears about \$400 monthly in addition to extra pay for such special assignments as talking to prospective stewardesses in high

schools, chores for public relations, etc.

Pay Good
The relatively high pay comes with her seniority; the starting salary for the average stewardess can be as low as \$250 monthly but some senior cabin attendants flying international routes make as high as \$500-600.

Like most of her colleagues who have gone through the transition from pistons to jets, Beverly has found disadvantages to the jet age. She agrees with most stewardesses who have been flying for at least five years that their jobs are more routine and less fun than they used to be — mainly because it is difficult to give personalized service in a 120-passenger jet. But Beverly Boyer bristles at the often-heard charge that the modern stewardess is nothing but an airborne waitress or barmaid.

"Just remember that to a stewardess, the jet age has brought new advantages as well as disadvantages," she says. "What other job gives a girl a chance to shop in cities not only all over the country but all over the

world? I've flown to Europe and back for \$133. We get a 75 per cent discount from overseas airlines. We can take ourselves and our parents anywhere on American's whole system for free or at most an \$8.20 surcharge on jets. Last fall, on my own vacation I hit Los Angeles, Hawaii, Seattle, San Francisco and Phoenix.

Vacation Rates
"I had only two week vacation time, but I got another six days by trading trips and three days leave from the company. In 23 days, I didn't spend \$300. I got reduced rates on everything from hotel rooms to sightseeing limousines because I was a stewardess. In a way, the job is less glamorous than it used

to be but in other ways it's even more exciting because of the off-duty opportunities available."

There is some truth to the allegation that the modern stewardess, despite her chic uniform, performs tasks no less menial than the average waitress. But one thing should be noted: Her presence aboard an airliner is required for safety reasons, not passenger comfort. Civil Air regulations specify that a cabin attendant must be present on any transport capable of carrying 12 or more paying customers. The majority of "flygirls" regard their training in emergency procedures as the toughest part of a stewardess course.

"Menial" also is too broad a word. The airlines believe a good stewardess can impart personalized service even on a crowded jet.

Smile on Job
"I agree," Beverly says. "There are a lot of little touches a stewardess can provide even when she's swamped — like wearing a smile along with her uniform. And there's always room for originality and ingenuity. I know one girl who always puts an amusing thought for the day" on the cabin bulkhead. Her passengers get a real kick out of it."

Stewardesses have inevitable gripes. Such as drunks, wolves and mechanical or weather delays which may mean a broken dinner date at a home base. The first law, rule and regulation of a stewardess is not to plan anything social ahead of time.

She's Lucky
"I've been fairly lucky," re-

calls Beverly. "Delays don't bother me, anyway. I guess the chief gripe I have is a passenger who's too demanding and thinks he's the only one on the airplane. Women seem more appreciative than men because they don't fly as much, I suppose. And my other gripe is the passenger who insists on asking for the third drink when he knows darned well we're only allowed to serve two."

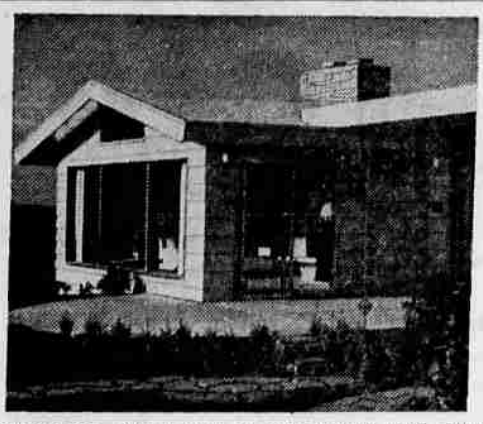
Contrary to the popular conception, most stewardesses do not marry pilots. If they fly for less than two years, they usually marry "the boy back home." After two years, they are more likely to marry men they meet on flights or socially. They seem to make good wives, too — at least one survey showed a lower divorce rate among stewardesses than any other female group.

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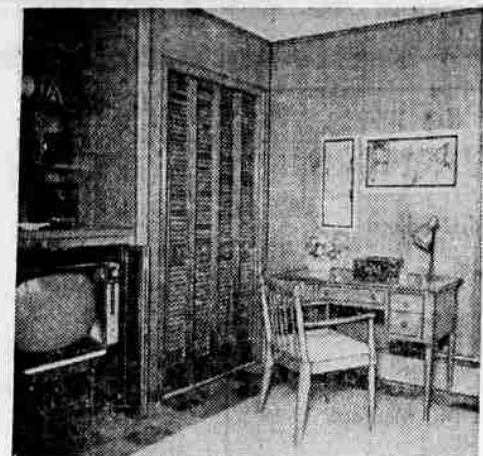
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Teens Disagree on Proposal To Raise Age of Drivers

Salem - (UPI) - Teen-agers disagreed over proposals to raise the minimum age for drivers licenses from 16 to 18 before the House Highways Committee.

Eugene junior Nancy Hinchliff, 16, said youthful drivers "lack responsibility," and should not be given a license until they are 18.

John Borcher, 19, Seaside, said he polled about 40 classmates and "half of them said the age should be increased, the other half disagreed."

Mike Sellard, 16, North Eugene, termed this a "mobile age," and added "driving teaches responsibility."

Sellard said he already had a drivers license, but he was taking a high school driver training course because he thought it would benefit him.

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Three Bills
The committee held a hearing on three proposals to restrict youthful drivers.

Rep. Phil Lang (D-Portland) is author of a bill which would raise the age to 18, except where youths had completed a driver training course. They would be able to get a license at age 16, but would be under curfew not to drive after 11 p.m. on pre-school nights, and after 1 a.m. on Saturdays and Sundays. Parking of cars near schools also would be prohibited.

A bill by Rep. Ken Maher (R-Portland) would have the 18-year limit except for a "provisional permit" that could be issued in some cases to those 16 and over.

A bill by Rep. Winton Hunt (R-Woodburn) would raise the age limit for instruction permits to 17, and for driver's license to 18.

All three said there was a direct relationship between ownership of an auto and school dropouts and lowered grades.

Industrial Arts Teacher Is Honored

Vern Voss, wood shop instructor at Medford High school, has been selected as the state's outstanding industrial arts instructor.

The selection was made by a committee composed of Oregon Education association representatives, state department of education representatives and the Oregon Industrial Arts association. The selection was announced at the recent OEA convention in Portland, and Voss' name forwarded to the American Industrial Arts association.

Outstanding industrial arts instructors from throughout the country were honored at a recent joint convention of the American Industrial Arts association and the Indiana Industrial Education association in Indianapolis, Ind.

This is the first year that national recognition has been given outstanding industrial arts teachers from each state. The awards are based on the teacher's contributions in the classroom and his professional activities.

Oregon Delicacy on Way to World's Fair
Eugene, Ore. - (UPI) - The Eugene-born "Fry-Jo," a sweet-dough delicacy molded into various shapes and deep-fried, is going to the New York World's Fair next year.

Mrs. Grant Chase says the recipe originated in her family. She first vended Fry-Jos at the Lane county Fair in 1961 and expanded operations at the Seattle World's Fair last year.

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