They'll Do It Every Time

By Jimmy Hatlo

Local Couple Gets Trip To Montreal

A Medford couple, Mr. and Mrs. Arnold Paradis, will receive an all expense paid trip to Montreal, Canada, this month to attend the North American Van Lines Agents' convention, James D. Edgett, president of the Lines, has announced. Convention dates are Oct. 16-19.

Paradis, owner-manager of Paradis Transfer and Storage Inc., was selected as one of 95 agents to win trips on the basis of their quality record in estimating accuracy, sales of shipments and performance efficiency of 90 per cent. This was in packing, storage, hauling and making destination calls on incoming customers.

The Paradis agency has been associated with North American Van Lines for five years. Southern Oregon offices are at 1015 North Central ave., Medford, and 260 Fourth st., Ashland.

Try and Stop Me

By BENNETT CERF

AN INTELLECTUAL young lady, intent upon getting a secretarial job with a famous corporation, secured an interview with one of its vice-presidents, but spoiled it all by being over-eager, and rattling on about her credentials without giving him an opportunity to open his mouth. She ended finally by declaring, "Incidentally, I can do 150 words a minute." The V.P. told her, "You underestimate yourself, young lady. I clocked you at 300."

* * *

A candidate for a high state office was accused by his opponent of merely posing as a "son of very poor parents." "As a matter of fact," thundered the opponent, "my adversary comes from the richest family in his county." The candidate answered calmly, "It's quite true I wasn't born in a log cabin. **But we moved to one as soon as we could afford it.**"

* * *

OVERHEARD:

Fight manager to his new heavyweight: "Don't be so terrified. Remember: if he was any good, he wouldn't be fighting you."

Extravagant wife to husband: "Thank goodness, they seem to be giving up on this bill. It's marked, 'Final notice.'"

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Completion of Subs Delayed by Inferior Work

WASHINGTON (UPI) — The Navy disclosed today that completion of 31 nuclear-powered submarines had been delayed and said poor workmanship in government and private shipyards was partly to blame.

Officials said the delays affected 21 Polaris missile subs and 10 torpedo-armed types designed to combat enemy submarines and surface shipping. Submarines being delayed are equal to the total number of nuclear types — 31 — now in commission.

A "significant part" of the construction delay was attributed to stringent new safety precautions undertaken after the Thresher submarine disaster which took 129 lives last April 10.

"In addition, deficiencies in equipment and workmanship are contributing factors," the Navy said.

Questions Answered

Sketchy details on the holdup in construction were given in answer to questions by newsmen, but only after several days of consultation at top Navy and Defense Department levels.

The Navy said it could not estimate the length of delays and did not discuss the possible effect on fleet combat readiness.

Vice Adm. Hyman G. Rickover is assistant chief of the Navy Bureau of Ships for Nuclear powerplants.

Rickover is also chief of the Atomic Energy commission's nuclear reactors branch. His tart remarks about a need for raising workmanship, engineering and quality control to high plateaus usually have been allowed to pass without further comment at Navy headquarters.

The Navy made clear today, however, that "all yards now building submarines are involved" in delays attributable to poor workmanship. That meant government as well as private shipyards.

Jet Age Marks Fifth Birthday

By ROBERT J. SERLING
UPI Aviation Editor

WASHINGTON, (UPI) — Five years ago this month, a Pan d years ago this month, a Pan American World Airways Boeing 707 took off on a New York-Paris flight that marked the birth of America's Jet Age.

Accompanying the plane on that Oct. 26, 1958, flight were a number of pessimistic predictions about jet transports, to wit:

—At more than $5 million per aircraft, they were too expensive to make money and too big for passenger demand.

—They were too fast to fit into the antiquated air traffic control system and collisions were inevitable.

—They were too tricky to fly because of their swept-back wings and enormous weight.

—They exposed crew and customers to such high altitude hazards as cosmic rays, poisonous ozone and radioactive fallout.

At the time of Pan Am's inaugural jet flight across the Atlantic, the airline had only two 707's. Five years later, the nation's 11 major airlines were operating more than 400 jets. From their half-decade of experience has come impressive proof that all the pessimistic predictions were far off course.

Now Breaks Even

No airline has yet armortize its jetliner purchases. In their early stages they had to be flown at least three-fourths full to make any money, but gradually, the airlines have reduced jet operating costs to the point where they can at least break even with only a half-load and some carriers can earn profits a jet only 45 per cent full.

As for public acceptance of what was a radically-different plan five years ago, the jets from the very start smothered propeller-driven planes on all competing runs. Today, seven out of every 10 air passengers fly by jet even though only one airliner out of six is a pure jet.

Too fast? in five years, there has been only one collision involving a jet—a United DC8 and a TWA Constellation over New York in December, 1960. Atop Federal Aviation Agency spokesman says: "the safe handling of jet traffic has surpassed all expectations and while there still are problems, it's getting better all the time."

Better Safety Record

Safety? The jets actually have a better safety record than piston-engine planes, mainly because of the airlines' ruthless "fly 'em by the book" training programs. Engine reliability is up to 20 times superior to the pistons. Since 1958, there have been only four fatal accidents involving jets operated by U. S. Airlines on scheduled flights, one of them the collision mentioned.

The four accidents took 237 lives, underlining the inescapable fact that the death toll can be extremely high when a giant jet does crash. Despite those 237 fatalities, the jet fatality rate over the past five years has been about 20 per cent under that of propeller-driven transports.

Unknown medical hazards? One of the nation's leading experts on aviation medicine, Dr. George Kidera of United Air Lines, gives this rundown:

There is absolutely no evidence that jet crews and passengers have been exposed to dangerous high altitude radioactivity. United equipped two DC8's with special radioactive monitoring devices, one plane flying the Pacific, the other domestic routes. A third device was installed in Kidera's own office parked safely on the ground. The one of his office showed almost the same level of radioactivity exposure as the two airborne instruments.

United repeated the test shortly after the Russians exploded a 50 megaton H-Bomb and in the wake of reports that radioactive debris was floating around at 30,000-40,000 feet—the altitudes frequently used by jets. The second tests showed the same radioactive level as the earlier ones. Similar tests discounted the menace of ozone, a toxic gas formed by exposure of oxygen to ultra violet rays.

There is no evidence to date that jet flying takes a toll of pilots in a medical sense. United's own experience shows that younger piston - engine pilots have a greater absentee rate than the older men flying jets. Nor is there any correlation between pilot heart attacks and the type of planes they fly, in spite of a widespread belief that jet captains are more prone to coronary difficulites.

There is evidence that passengers suffer far less from motion sickness on jets. Kidera's studies show that air sickness ued to affect three out of every 100 passengers in DC3 days. It now affects only one of every 10,000 passengers flying jets.

Kidera believes this is due to several factors—radar-smoothed flights, greater jet stability, better weather reporting and less fear on the part of passengers themselves.

Caused By Tension

"It should be called 'emotion sickness,' not 'motion sickness,'" says Kidera, "because it's mostly based on tension and apprension."

United's medical director says even stewardess complaints about jets virtually have disappeared. In the first year of of the jet age, the flygirls were reporting such ailments as thrice - monthly menstruations and varicose veins.

"The complaints stemmed from apprehensions about new equipment and new tasks to learn," explains Kidera. "They disappeared with more experience, better labor contracts and more efficient plans for cabin service."

The public actually wrought the greatest change in the first five years of America's jet age. The airlines used to offer one third of their jet seating capacity to first class passengers. The average jet today has only 20 first class seats to 120 coach seats.

KIMMY SAYS—

Editor's note: This column is written by a Medford teen ager who has chosen the nom de plume of "Kimmy." Other teen agers in the area—and, who knows, perhaps even parents baffled at their offspring's behavior — are invited to write to "Kimmy," in care of the Mail Tribune, for suggestions or advice on manners, dress, behavior and similar subjects.

Dear Kimmy: My boy friend comes over after football practice and he is sore and tired and doesn't want to go out or do anything. Should I get another boy friend or keep him?

Bored

Dear Bored: I feel for you, but you'd better not let you're boredom show, or he'll be getting another girl friend.

Dear Kimmy: I love a girl but I hate her at the same time. What should I do?

Mr. Inbetween

Dear Mr. Inbetween: Make up your mind fast. You may have to start searching for a new girl if you keep this up!

Dear Kimmy: If a band is going to have a dance and happens to lose a player and the dance is advertised, how could the band find another player? Or should we cancel the dance?

A desperate player

Dear Desperate player: Don't cancel the dance. They don't cancel a football game every time a player is unable to play. Put an ad in the paper and you may have the very needed player before you can say "Hit it"!

Dear Kimmy: I'm a queer looking girl and I like a very cute and popular boy. How should I get him?

Unattractive

Dear Unattractive: Beauty is only skin deep! It's what's inside that counts.

Dear Kimmy: Why is it so hard to talk your parents into something?

Giving Up

Dear Giving Up: Maybe you are trying to talk them into the wrong thing.

Dear Kimmy: Is Junior High very much fun? I will be in the seventh grade.

Curious

Dear Curious: It will be just as much fun as you make it.

Dear Kimmy: I am going with a boy who is 16 and I am 15. We have been going steady for four weeks. He said if I didn't like the girls I was going to run around with, he was going to drop me, and if I got my hair cut he was going to drop me. Should I drop him?

Mixed Up

Dear Mixed Up: Of course, don't waste your time on someone who doesn't deserve it.

Dear Kimmy: I am 14 and my mother won't let me go out to a show with a boy or even talk to one. Kimmy please help me. I wan to do things other girls do. What should I do?

Lonely

Dear Lonely: As I have said so many times before, obey your parents now and in the future it will really pay off.

The Honorable
John H. Rousselot

Member of the Eighty-Seventh Congress and District Governor of the John Birch Society for Six Western States, will give a

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