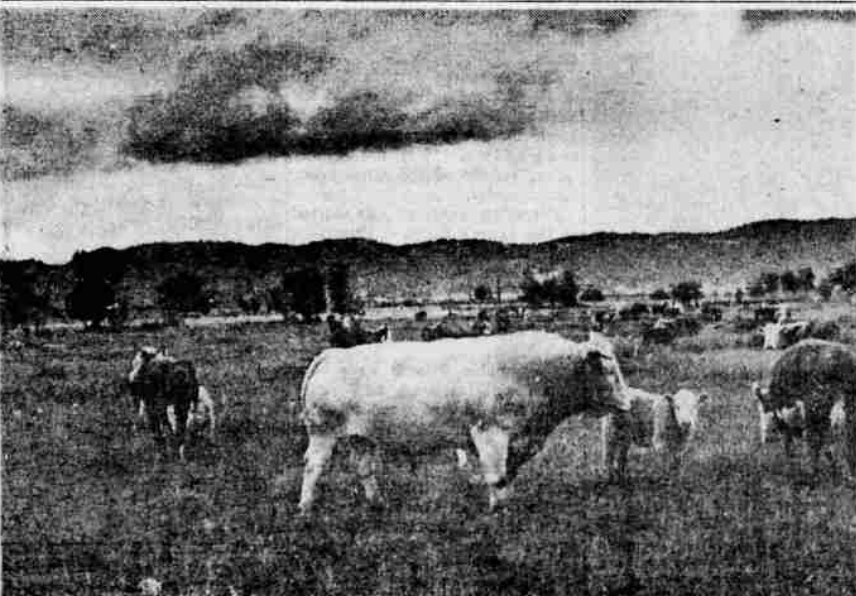




THIS LOW DAM at Lake of the Woods was completed by the U.S. Forest Service last year. Purpose of the structure is to maintain the level of the lake and the control runoff by diverting it into a standard channel. Located opposite the airstrip the dam has served the intended purpose well, according to forest service officials. At the left of the picture can be seen the spillway which leads to the drain. No gates or other moving equipment are necessary with the dam.



THE PERMANENT SPILLWAY of the forest service dam at Lake of the Woods is seen here. When the lake reaches its maximum level the water flows off through this rock-lined channel into proper drainage canals. Since installation of the dam a good deal of the flooding trouble around the lake's airstrip has been overcome.



THIS CHAROLLAISE BULL goes by the name of Mile-High and is owned by Lee Bryan of Yreka. The Charollaise cattle are a French breed and are noted for chunkiness and fast gain. Bryan, one-time Klamath Falls area resident, started stocking the breed some five years ago.

Tumble In Mountains Led To Founding Of Service

ETNA — Aetna Helicopter Service, recently publicized in the National Geographic as one of the few non-military helicopter services in the United States, is really a busy outfit.

Ed "Pinky" Mathews, president, whose ranch serves as a base for the four helicopters owned by the service, says, "Yes, we have an authorized helicopter pilot training school but we have to be careful in accepting students so as not to interfere with other demands."

Bob Trimble, Aetna secretary-manager, is currently in New Mexico with the corporation's Alouette and Hiller helicopters. As soon as the thunderstorm season with its lightning fire menace is over, he and another pilot will hop back to Northern California to be on hand during the peak fire season here.

The two Bell helicopters owned by Aetna are at the Mathews ranch two miles north of the little town of Etna. One helicopter has been rigged with a home-base-controlled tank, pump and spray to spread brush-destroying chemicals for the U.S. Forest Service and the other one is being overhauled.

"We overhaul after 600 hours," Mathews said, explaining that was well within the safety limits recommended by helicopter makers. An overhaul is literally a rebuilding process, he continued, with every bolt, line and stress checked.

"We're small enough so safety is a personal affair," Mathews said. And it is also a family af-

fair. Erling Hjertager, third partner and vice president of the enterprise, includes his wife, Cornelia, and son, Harold, among the "hedge hopping" Hjertagers. Mathews' son, Harold, is another firm member with Trimble, Jack Kienath, O. C. Anderson, and Charles Burgans completing the staff. All except Mrs. Hjertager double as pilots and mechanics.

Mathews became interested in helicopters after he slid down a glacier and toppled off a cliff in the Marble Mountains in the summer of 1954.

He said the biggest delay in rescuing him was in getting out by horseback to the nearest phone. Trimble, a vagabonding helicopter enthusiast, just happened to be at Lakehead. After explaining limited load problems to concerned relatives and friends who wanted to help he skimmed off and picked up Pinky.

"I had a long time in the Yreka hospital to look at the bill for that 11-minute ride out of the wilderness," Mathews said. "I figured some of it must be profit."

But Mathews concludes the ride was worth it. It would have taken two days to bring him to the nearest road by horseback and by then he admits he "would not have been worth salvaging."

Hjertager, who owns a lumber company at Callahan and extensive timber holdings in the Scott Valley and Salmon River country, foresaw timber cruising and road survey work by helicopter as well as missions of mercy and convenience in this mountainous, sparsely populated area.

Trimble who has flown his 'copters in many parts of the world was happy to find two congenial partners and a permanent base of operations.

But all three admit they failed to see the full potential of the helicopter service.

The timber work, ranch work, forest service work, mercy and convenience missions are here but so are criminal manhunts, lost hunters and other rescue work, traffic surveys in the cities, power line patrols and activities over most of the western states.

"We can patrol 150 miles of power line a day," Mathews said. "A utility company man rides with the pilot and line conditions are listed by tape recorder. Speed and vibration make note taking impractical," Mathews said. "We are closer to the wires than a man on the ground and can plant poles, too."

The nearby peaks of the Salmon, Trinity and Marble mountains bear testimony that high elevation flying is sometimes necessary and most helicopter makes are limited to lower elevations because they are dependent upon atmospheric pressure for flying support.

But the French-made turbo-jet Alouette has the world's altitude record of 36,000 feet.

"We got one of them," Mathews says, "just name the job."

Trumpet Safe Says Doctors

LONDON (UPI)—It takes more wind to blow a trumpet than any other musical instrument, but aspiring trumpet players need not worry about this.

An Anglo-American team of researchers reported in The British Medical Journal that even to hit a shrieking high D, a trumpet player builds up less pressure than the average person does when he coughs.

Drs. M. Faulkner of the University of California and E. P. Sharpey-Schaffer of London did suggest it is better to sit than stand when blowing a trumpet, since the player probably builds up more pressure that way. Their over-all conclusion:

"Apart from discomfort by way of occasional dizzy sensations or black-outs, trumpet players are not likely to come to any harm."

Space Texts Coming Up

NEW YORK (UPI)—The influence of rockets and space travel is bringing a new approach to the teaching of science in American schools, including new kinds of textbooks.

One new series of textbooks, called "Adventures in Science," is aimed at junior high school students. It is published by The American Book Company and written by Dr. Willard Jacobson of Columbia University Teachers College and Robert N. King and Louise E. Killie.

"The scientific sophistication of American youngsters makes an overhaul in our teaching approach imperative," says Dr. Jacobson. "Where they already have had science instruction, there is a terrific awareness of daily developments. But even if they haven't had science in school, they have been exposed to it on radio, television and in magazines and newspapers. In other words, it is wasteful to continue teaching junior high school students as if this were their first introduction to science."

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