



**CASH INCENTIVE AWARDS** were presented recently to Richard J. Melick, heating plant specialist, and William J. Howe, paint shop supervisor, right, by Kingsley Field Commander Col. Rupert C. Welch in recognition of their suggestions for ways to improve methods of operations and to increase safety and efficiency of operations in their respective sections. The men are civilians working with the 408th Fighter Group. The awards were the result of the Air Force suggestion program.  
— Air Force Photo by M. Sgt. C. J. Bennett



**A CERTIFICATE OF RETIREMENT** was presented recently to T. Sgt. Lester C. Speck, right, by Col. Rupert C. Welch, Kingsley Field commander. Speck has completed more than 20 years of military service. Brief retirement ceremonies were conducted in the colonel's office.  
— Photo by M. Sgt. C. J. Bennett

## Airlines Sport New Jets Engines Push, Not Pull

WASHINGTON (UPI)—Commercial aviation is entering the second stage of the Jet Age—featuring the "rear look."

New jetliners now under development have their engines attached to the rear of the fuselage instead of in pods suspended under the wings.

Rear engine jets are nothing new. The French-built Caravelle, which has been in operation for several years, has such an arrangement. Britain has six jet projects involving the rear-engine design. And Boeing's new short-range jetliner, the 727, will have rear engines.

The "rear look" will bring even greater safety and reliability to the Jet Age. Among its advantages:

—It permits a "cleaner," more efficient wing. When engines are placed in wing-mounted pods, there is inevitable interference with the wing's lifting ability. A jet wing has slots on its leading edge to increase the lift obtained from the normal flaps. An engineless wing means the leading edge slots can be continuous instead of being interrupted to make room for the pod structure. This is one reason why the Caravelle can operate from almost any airport used by piston-engine planes.

—The rear-engine design separates the engines from the fuel tanks in the wings, an obvious safety bonus in the event of a crash.

—There is less noise and vibration, which means not only greater comfort for passengers but a reduction of structural fatigue.

—There is more efficiency at high speeds because it eliminates the disturbances to airflow caused by wing-mounted engines.

—There is far less danger of slush and stone ingestion, because the rear engines are mounted so

much higher than with the pod arrangement. Slush is such a problem that the Federal Aviation Agency recently issued an order banning jetliner take-offs from runways with more than a half-inch of slush.

Rear-engine jets are easier to fly and, more important, easier to land. The present conventional jet can be a balky beast during a landing, particularly in a stiff cross-wind. It tends to roll and this creates potential trouble because the engine pods are so close to the ground.

The rear-engine design has disadvantages, however. The fuselage must be heavier. So must the wing structure, because wing-mounted engines incorporate a stress-alleviating factor roughly comparable to the shock absorber on your car. Their weight gives a wing more flexibility or "give" to absorb the strains and stresses of turbulence.

But most aeronautical engineers are convinced the virtues of the rear engine far outweigh its faults. The success of the Caravelle turned a lot of skeptics into believers.

Where to put jet engines has been a bone of contention for years. Britain's pioneering jet, the Comet, was designed with the engines mounted inside the wings. So was Russia's TU-104. America's Boeing Douglas and Convair preferred the under-the-wing pod arrangement, mostly because it reduced the fire hazard considerably.

## Radio Plays Cash Tune

LOUISVILLE, Ky. (AP)—An ancient radio, donated to charity, played a cash tune twice for William Green.

While he and a companion were carrying it from the donor's home, a billfold, containing \$2,500 tumbled out. They returned the money to the woman and got \$1 each.

En route to his office, Green heard a thud in the truck's rear, checked, and found a paper bag. It held \$6,840 and old radio tubes.

This time, when Green showed up with the money, he got a \$300 reward.

**CITY 'HOUSECLEANING'**  
VIDOR, Tex. (UPI)—The Vidor City Council began a long-range "house cleaning" program by ruling that hog pens hereafter will have to be 30 feet or more away from occupied homes in the city limits.

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## THE WEEDERS GUIDE

By EARL ARONSON  
AP Newsfeatures

The new President of the United States will have a new rose at the White House this spring. President John F. Kennedy promised a little girl that he would plant the rose if he was elected.

The rose is Duet, a hybrid tea that combines salmon-pink on the inner surface of the petal and crimson on the outer side. Duet was an All-American Rose Selection for 1961.

The little girl is Mindy Naud, 5, whose dad is TV Producer Thomas Naud. While Kennedy was campaigning in New York's Nassau County last fall, Mindy gave the senator a Duet plant and he made his promise.

The new President and his wife enjoy raising roses, friends report. The garden of their Georgetown home contains many varieties and Mrs. Kennedy frequently uses rose arrangements.

Living in the northeast as we do, we want to tell southern gardeners about a new book written just for their edification. It is called "Your Garden in the South," by Hamilton Mason (Van Nostrand Books).

The volume is based on 10 years of dirt gardening in the south and seven years of answering questions from green-thumbers. It includes information about common, reliable annuals, bulbs, shrubs and trees and their treatment; about native materials and exotic tropicals, and the limitations imposed by climatic conditions. It is an extremely comprehensive gardening guide.

One key to successful gardening, Mason says, is knowledge of heat and cold tolerance of various plants.

If you plant strawberries, select the varieties with the purpose of raising them in mind. Some varieties are especially delicious for fresh eating. Others are not as sweet but better for shipping. Some are more suitable for freezing and others for preserving. A few will do well in almost any soil and some require special conditions. Some are more disease-resistant than others.

Extraordinary conditions of fertility and soil may change strawberry qualities. So we recommend that you plant a few of the more desirable types and decide which is best for your garden after a testing period.

Growing strawberries isn't very complicated. They will grow in every state, to some extent. A slightly acid soil reasonably free of weeds should be productive. Give land utilized to strawberries a year of rest between plantings for better results.

Strawberries like high organic matter and high fertility. Well-rotted barnyard manure is excellent. Chemical preparations of 10-6-4 or 8-8-8 may be used profitably, one pound to 40 square feet of row, some of it plowed under several weeks before planting time. The remainder of the fertilizer should be side or top-dressed late in the growing season, when next season's fruit buds are being developed.

We prefer spring planting. Late summer planting in cold northern areas is risky.

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