

Wing Scout Troop Girls Study Space Age Planes, Navigation

By HELEN L. MERSHON

In a fast moving era of space talk and flight jargon, Wing Scout Troop No. 67 of the Juniper Girl Scout Council has the distinction of being one of the few troops of its kind in the country.

Designed to point air-minded Senior Girl Scouts toward eventual flying lessons and even air careers, the Klamath girls have a sister troop in Corvallis, but comprise one of the relatively few in the nation.

Despite the overtones of the modern age, however, the girls are not really so "far advanced" in their interest, Wing Scout history shows.

Juliette Gordon Low, the talented and brilliant Georgia woman, who brought Girl Scouting to America from England in 1912, had ideas and plans for girls and young women which were new and startling.

In 1913, Mrs. Low, foreseeing the future of the then fledgling aircraft profession, carefully wrote out the requirements for a "Flyer Badge" for Girl Scouts. This was the first known set of aviation activities for young people.

World War II brought new horizons to the thinking of Girl Scout leaders. And in 1942 the Wing Scout program made its formal debut into senior scouting. Since then Senior Scouts all over the country have earned badges toward their coveted Silver Wings.

Just organized in May, 1961, the Juniper Council's Troop 67 is appropriately led by Mrs. Glenn F. Johnck, a licensed student pilot as well as Girl Scout enthusiast.

Girls in Troop No. 67 have to really be interested, according to Mrs. Johnck. Comprised of girls active in high school and community activities in the Basin, which troop meets just once a month,

sometimes at Kingsley Field for first-hand studies. In the meantime, however, the girls have racked up pages of information on airplane parts and navigation which they use as background material for troop meetings.

Wing scouting has five steps through which a girl moves, including Analyst, Traveler, Navigator, Technician and Wing Scout pilot.

The Analyst, which the girls are working on now and hope to complete probably after Christmas, gives them a fairly general knowledge of airplanes and aviation. Recently the girls visited Kingsley Field Control Tower and an aircraft hanger, completing part of the requirements.

Upon completing the Analyst rank, the girls will receive their silver wings featuring a globe on top of the Girl Scout trefoil, which in turn is mounted on wings. For each succeeding rank, the girls will earn a rating stripe.

Rating Two, or the Traveler, contains studies in global map projections, airplane operations, long-distance flights and the effects of varying altitudes and speed on the human system.

In the third step, Navigator, the girls start moving toward the more complicated study and practical application of navigation and the effects of weather on pilot and plane, information deemed necessary to both pilot and passenger to enjoy flying.

On step four or Technician, the girls delve deeper into the mechanics of airplanes including the engine and other mechanical features.

Wing Scout Pilot opens the door to two opportunities, a pilot's certificates, and-or the opportunity to become assistant leader of a Wing Scout Troop.

"What the program does is bring the girls to the actual point of flying," Mrs. Johnck explained. "Girls are not eligible for actual flying lessons until they are 16, but Wing Scouts prepares them for the time."

Basically, all Wing Scouts are able to locate the major parts of an airplane and explain their rules for safety at an airport and around planes, know why an airplane flies and know the physical requirements for a pilot. They also learn basic principles of first aid.

But beyond the fun and pride of learning, the girls are giving themselves head starts toward air careers, believes Mrs. Johnck and the troop committee members, Mrs. Jean Gooding, Fred Stiver-son and Mrs. Mary MacFarland.

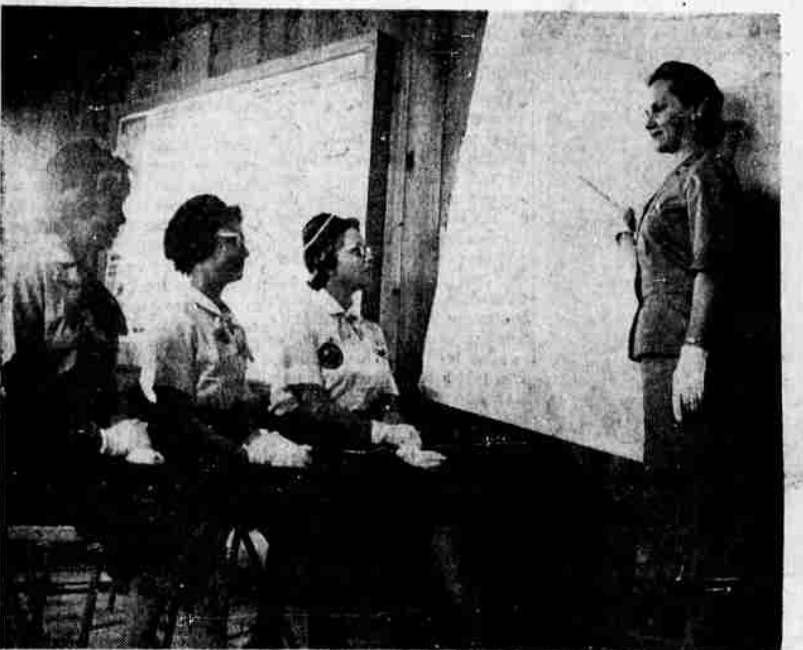
Members of the troop thus far are Bonnie Faast, Gail Brotherhood, Carolyn Dennis, Gale Shaddock and Cynthia Riley, all of Klamath Falls, and Gretchen Kanitz of Tulelake.

To be eligible for membership, a girl must have fulfilled the requirements for Senior Scouting, Mrs. Johnck said.

You might say the Juniper Wing Scouts are scouting for future recruits, already. They adopted a petite mascot, Kathy Phelps, age three, and outfitted her with a miniature uniform.



WHEN? TELL US WHEN — It's a long (but rewarding) road to becoming a bona fide pilot, Mrs. Glenn F. Johnck tells members of Wing Scout Troop No. 67. From left, Gretchen Kanitz, Cynthia Riley and Gale Shaddock ponder the five steps they must attain before becoming Wing Scout Pilots.



FLIGHT PLANNING — It all begins in the charting room, says Mrs. Glenn F. Johnck, a licensed student pilot and leader of Wing Scout Troop No. 67. In for a briefing session at a municipal airport hangar are, left to right, Senior Scouts Gale Shaddock, Cynthia Riley and Gretchen Kanitz.



WINGLET — Three-year-old Kathy Phelps, mascot of Wing Scout Troop No. 67 in Klamath Falls, is rewarded for her childish fascination by climbing aboard a real airplane, with the help of Cynthia Riley. Mrs. Glenn F. Johnck, leader, is at controls.



ON THE WING — Hold on to that map, Gretchen Kanitz, left, says to Gale Shaddock, as Andy Mershon snapped them tackling map reading on the wing of an airplane during a recent wind-blown visit to the municipal airport. The girls are members of Wing Scout Troop No. 67 of the Juniper Girl Scout Council. The girls are working toward their silver wings.

Ambulance Service Family Enslaved By Radio, Telephone



CHECKING THE EQUIPMENT — Felix keeps a periodic check on his equipment and his proficiency in handling it. Last April, he slipped while moving a patient and the effort of maintaining the injured man's stability, wrenched his back. He has operated Peace Ambulance here for five years.

By ANDY MERSHON

There's a family of four—and a part Pekingese dog named Lollipop—who live, eat and sleep with a telephone and a two-way radio.

The Felix Peace family, of Peace Ambulance Service, sometimes thinks of themselves as so-called "slaves" to these two technological advances, but they happen to be a very necessary part of a very necessary business.

Felix got into ambulance driving as a part-time occupation under the previous owners of the franchise in Klamath Falls. "It was just something I always wanted to do," he said, "so I got in and learned how."

At the time, he was out of the

Merchant Marine and driving truck for a local firm.

He and wife, Norma Jean, managed to save enough to take the service over when the former owners decided to quit business.

Mrs. Peace knew what she was getting into, Felix relates, "and I think she was just a little bitter about the whole thing when we first started."

But she has managed to adjust by now, five years later. She just counts on not counting on anything—socially.

Actually, it isn't such a cloistered existence, the Peace family does manage to get out now and then. However, they're on the call wherever they might be, Of-

ten it works out that Norma, in evening clothes, watches the phone while Felix rushes to the scene of an accident in some far-flung corner of the county.

Felix drove ambulances for six years before taking over the business. During that time, and since he's taken it over, he's had to continually take training in every phase of emergency first aid and nursing.

In fact, he and his drivers face more tests and training for disaster certification sometime within the next two years.

In addition to regulation by the City of Klamath Falls, Peace must stand periodic inspections by the State Department of Health



INSTANT AID — Two Peace Ambulance drivers render aid to an accident victim only minutes after a crash recently. The three Peace vehicles carry all needed first-aid equipment and are kept in "ready-to-roll" condition at all times.