

Girl Wins Annual Law Day Contest

Judith L. Stone of Sherwood, Ore., has been awarded first prize in the annual Law Day high school editorial contest, according to an announcement made by Norman J. Wiener, state chairman of Law Day for the Oregon State Bar. Second place went to Winifred Mary Isseks of Portland, and Joseph Branson Frazier, Eugene, who took third place honors.

Presentation of prizes—a portable typewriter to Miss Stone, a \$50 savings bond to Miss Isseks and a \$25 savings bond to Frazier—will take place at the Law Day dinner to be held at the Sheraton Hotel in Portland, May 1, 6:30 p.m.

Judges for the state-wide contest this year were Michael J. Frey, publisher of the Oregonian; Gus J. Solomon, chief judge of the United States District Court, and Richard H. Sullivan, president of Reed College.

Speaker at the Law Day dinner will be Adrian S. Fisher, deputy director of the U.S. Army Control and Disarmament Agency. He will address an audience of lawyers and World Affairs Council members on "Law—The Rule of Right, Not Might." Special music will be provided by the Lincoln High School choir.

Points Won In Duplicate

The players of two teams comprised of Dorothy Rogers - Mrs. I. C. Lemler and Dr. and Mrs. Seth Kerron each won a masterpiece for placing first in their respective sections of the Spring Party masterpiece tournament held at the Klamath Bridge Club, Saturday, April 20.

Complete results of last week's local bridge tournaments follow: Lakeshore BC (Tuesday): NS, 1. Mrs. William Grove - Mrs. Mary Ramp; 2. Mrs. Mary Juckeland - Mrs. Robert Thompson; 3. Pauline O'Connell - Leona Robertson. EW, 1. Virginia Calhoun - Winnie Stilwell; 2. Mrs. C. A. Moore - Dolores Reeves; 3. Polly Merrill - Helen Schaeffer.

Lakeshore BC (Thursday): NS, 1. Mrs. Claude Davis - Virginia Calhoun; 2. Mr. and Mrs. Dick Briggs; 3. John Lake-Pauline O'Connell. EW, 1. Katie Lake-Jean Underwood; 2. Ada Sprout-Helen Schaeffer; 3. Mrs. Seth Kerron.

Klamath BC (Saturday, April 20): NS, 1. Dorothy Rogers-Mrs. I. C. Lemler; 2. Anne Briggs - Claudine Van Buskirk; 3. Ethel Davis-Bonnie Vandenberg. EW, 1. Dr. and Mrs. Seth Kerron; 2. Irene Steele - Mabel Merryman; 3. Sandra Richartz-Muriel Vandenberg.

Discrimination Bill Approved

SALEM (UPI) — A bill aimed at reducing discrimination in the state apprenticeship program passed the House Friday and went to the Senate.

Rep. Robert Packwood, R-Portland, said out of 2,000 apprentices, three are Negroes. He said the bill would set up a system of registering for anyone wanting to be an apprentice, in an attempt to find and deal with discrimination cases.

It also would require posting of apprenticeship openings. Rep. Edward Whelan, D-Portland, said it should have been "much stronger."

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STUDENTS TAKE BOOT TRAINING — These Klamath Union High School Navy reservists recently spent two weeks taking boot training at the San Diego training base as part of their duty as members of the Klamath Falls Navy Reserve electronics unit. The reservists took instruction in military courtesy, naval customs, military drill and physical education. The student-reservists participate in one drill a week at USNR Building 41, Kingsley Field. Bottom row, from left, are R.W. Charles, S.L. Plowman, S.R. Owen and D.A. Rider. Standing are C.R. Pomeroy, D.L. Thomson, R.A. Johnson and H.W. Broyles.

Ticket Vendors To Dispense Oregon Camping Services

Ticket vending machines for collection of a service fee will be in operation this summer at 28 of the 850 campgrounds in the national forests of Oregon and Washington. This is an announcement made recently by Regional Forester J. Herbert Stone in Portland.

The Winema Forest has currently been engaged in a campground expansion program with projects under way at Lake of the Woods and on the Williamson and Wood Rivers on the Chinook Ranger District. One of the Winema campgrounds is planned to be on a service fee basis, but local forest officers explained that it is not planned to make a charge until facilities at the camp have been completed.

Construction work has been under way on the Aspen Point Campground at Lake of the Woods for the past two seasons. Currently there are contracts under way for a central water system and modern sanitary facilities. When this work is completed, the Aspen Point Campground will be one of the best equipped national forest camps.

Auxiliary To Organize

The organization of an auxiliary of the Klamath Basin Sheep Producers will be conducted at a luncheon on Thursday, May 2, at 1 p.m. at the Pelican Party Room.

The purpose of the organization is to promote the use of lamb and wool. The promotion work done in the Basin by the association and other groups has been very effective and has attracted the attention of state and national sheep-producers groups. It is felt that an auxiliary can help greatly with these and other activities.

Any women interested may receive more information or make reservations for the luncheon by calling the reservations committee, Frances O'Connor, Merrill; Mrs. Ivon Trapp, Henley; Mrs. Leonard Will, Tulelake, and Mrs. Jack McCarrie, Bonanza.

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grounds in the region, Supervisor Smith said.

The Aspen Point Camp is located on the east side of Lake of the Woods and north of the Lake of the Woods Resort. It includes the area previously known as Aspen Point, but has also extended to the north to include the former Salvation Army organization site. Improvements include both camp and picnic facilities, a boat launching site and adequate parking for both cars and trailers. The camp also lies adjacent to a fine swimming beach, all of which is accessible to full public use.

When these new installations are completed it is planned to make a nominal service charge of \$1 per night for family use of a camp spot. Use will be controlled, Smith said, through an automatic ticket vending machine. Campers will insert two 50 cent pieces in the slot, secure a ticket which entitles them to exclusive use of a camp site of their selection. This procedure was used in two other national forest campgrounds last summer and found to be very satisfactory. There will be no charge for day-use of the picnic and swimming areas.

"There has been considerable local interest in our campground development program," Smith said, "and we encourage forest users to come and see the area even though they do not plan to camp."

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MR. AND MRS. MARTIN GIFT and family entertained on April 13 with a dinner for Mr. and Mrs. Gerald Arant and family of Henley to celebrate the Arants' wedding anniversary.

MR. AND MRS. JIMMY NUNES, Linda and Dick, spent the weekend at Red Bluff and attended the rodeo.

DICK BOTEN'S 4-H Club, The Langell Valley Champs Pie Club, held a food sale at Bold's Store on Saturday and raised \$19.75 for a community project. The cake auctioned was made and decorated by Mrs. Bill Hays. There are eight members of the club.

THE EAGER BEATERS, 4-H cooking club, led by Mrs. Wayne Yancey and Mrs. Eldon Kent, held a food sale at Lorella Store on Saturday for the benefit of the Intercommunity Hospital. The five members cleared \$17.50. The swan cake was made

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Air Force Explains 'Sonic Boom' — Noise That Protects Future Safety Of America

What happens when an airplane goes faster than the speed of sound?

It causes sonic disturbance—popularly termed "sonic boom." This noise may sound like someone shooting off a shotgun in the next room. It very often will surprise and disturb you—strange as it may seem, it is your "sound of security."

You ask, "How can a noise like that have anything to do with my personal security?" The answer is simple.

The front line of this nation's defense is the so-called "century series" jet fighter—interceptor. Aircraft such as the F-101, F-102, F-104, F-105, and F-106 are easily capable of traveling at speeds exceeding that of sound, and are expected to do so in the routine accomplishment of their duties.

They can create a sonic boom with little effort. But we might remember that we are not the only country experiencing such noise—Russians hear it every day.

An explanation of the sound is not nearly as complicated as it might at first appear. People throughout the ages have always heard a type of sonic boom—which they called thunder.

When an airplane travels supersonically, a funnel-shaped air mass surrounds its contour: in the case of thunder, a bolt of lightning streaks from one area to another. The rest of the events are quite similar in both phenomena: (1) air is superheated and expanded; (2) a shock wave is formed; and (3) a noise is heard.

Man-made thunder may also be created by F-101 "Voodoo's" in our Air Force. As one of our planes races across U.S. skies at speeds of around 760 miles per hour, intercepting a potential attacker, this is what happens:

1. A wall of air builds up in front of the plane.
2. If it could appear visible, the wall would be thick as it is

probed and bent around the aircraft.

3. A shock wave forms.
4. The wave expands outward and down from the craft.
5. Strong waves absorb weak ones.

6. Two or even three waves slap loudly against the land.

A shock wave can be visualized if one thinks of the waves created by a speeding boat.

By nature, shock waves are strongest at their point of origin—the interceptor's nose. When the plane slips below supersonic speed, the waves travel forward and away from the interceptor.

It becomes ball-shaped and very rapidly weakens as it is incorporated into the atmosphere.

Naturally, to be heard, the shock wave must travel all the way from the altitude of the plane to the ground. Because of this, the wave is greatly reduced in strength. (It has often traveled five or six miles in space.)

There are many elements that have affected the sonic boom before you hear it. Mountains, clouds, the temperature, and humidity rob some of its power.

After hitting the earth, it is further obstructed by such things as trees, buildings, cars and outdoor movie screens.

Usually a cool, crisp, cloudless day promotes the intensity of a sonic disturbance. Most of the supersonic aircraft flying over this area will be at altitudes in excess of 35,000 feet.

Sometimes you will hear two booms—shock waves can also emanate from the tail portion of jet fighters. Sometimes no boom will be heard at all; other times some will be more audible than others—weather conditions play an important role.

If possible, supersonic flights are directed away from residential areas. Not all flights can be so directed. Swift interceptors of the Air Defense Command guard the nation against possible enemy attack—they challenge every unidentified airplane crossing the nation's borders. Often the fastest way to the invader is by way of large coastal cities—but the enemy is not going to tell us when or from where he is coming.

Can the boom cause damage? Yes.

Occasionally minor damage is done. If it is proved through investigation that a military plane caused damage to civilian property, the government will pay for it.

But there is an important thing to remember: A shock wave must travel less than 250 feet from the aircraft to inflict structural or major damage to buildings or homes. To cause such damage is almost impossible. The aircraft, as stated, will be flying at approximately 35,000 feet from the ground.

Now, what happens to the average homeowner when he hears a loud, explosive noise?

Take the homemaker, for instance. One of the first things she may do is run to the basement expecting the furnace to have blown up.

No change in the furnace is fine. She dashes back up the stairs.

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takes a quick look at the rooms she's hurrying through—scurries outside expecting to see smoke pouring out of her neighbor's basement window.

No smoke. No thunderstorms. Nothing.

She sees other homemakers standing bewildered on their front lawns or porches.

She has heard a sonic boom. "Surely," she thinks, "a noise like that must have caused some damage." So, this starts a chain reaction whereby the whole family can get into the act.

The house is checked thoroughly for broken windows, cracked plaster, damaged dishes and broken mirrors. Nothing again. Everything is OK.

She calls the fire station, newspaper office, broadcasting stations, police, civil defense, mayor, or nearest military base. She wants an explanation.

What was the damage inflicted? A few jangled nerves, perhaps. And, occasionally a plaster crack widens as a result of the sharp report.

Pressure, not noise, causes damage. The loudest thunderclap ever recorded by man generated a pressure of about one-half pound per square foot. The sounds normally heard in a noisy boiler factory are one pound of pressure per square foot.

The main difference is that one sound is heard periodically and unexpectedly; the other is a continuous blast not nearly as noticeable (unless, of course, you live next to it.)

Scientists have experimented with the sounds produced by supersonic airplanes and have derived the following:

At an altitude of 10,000 feet 10 pounds (p.s.f.) of pressure is produced; at an altitude of 25,000 feet five pounds (p.s.f.) of pressure is produced.

Remember, 35,000 feet is the usual altitude of a supersonic jet fighter or bomber.

Can these thunderclaps cause real damage? No, not a bit. Can they break windows? Yes, sometimes they do, but not often. Can they scare the daylight out of us? An unqualified yes.

Seventy (70) pounds of pressure is needed to do structural damage to the flimsiest of constructions. This is 65 pounds more than normally observed from a sonic boom. Other examples are:

Fimsy building, 70 pounds (p.s.f.); brick or frame bldg., 150-200 pounds (p.s.f.); glass (well mounted), 18-70 pounds (p.s.f.).

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The boom force on a building is actually less than a good, stiff windstorm. A jet flying supersonically may aggravate plaster and mortar cracks; the sonic disturbance does not have a pressure to cause the flaws.

An F-104 jet fighter once flew supersonically 230 feet from a mountain top. It caused a boom of 33 pounds pressure per square foot. That was the strongest boom ever recorded from an airplane. The air defense mission of the Air Force does not include that type of flying.

Tax dollars pay the costs of protecting America. Those dollars come from civilian and military paychecks. The Air Force

has a tremendous obligation to the public to expend each and every dollar in a useful manner, and respects the right of each citizen to claim damages. The cost of thoroughly investigating such claims amounts to over \$60 in tax money.

Let's face the facts. The boom, undesirable though it may be, is progress. It's here until something better is developed. Supersonic flight has been fully incorporated into today's weapons systems.

The sonic boom is your assurance that you are protected by trained men using the finest equipment in the world. The aircraft are not flown as tinkers-toys. They are deadly weapons systems manufactured to destroy the enemy and his death-dealing payload.

The incidental sonic booms they trigger, therefore, can thankfully be referred to as a sound of security!

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City Briefs

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