



FLYING GAS STATION

Equipped with the new, self-sufficient Douglas in-flight refueling store suspended from a center line bomb rack, two 400-gallon wing tanks mounted on outboard racks, plus its own load of fuel the Navy's versatile AD Skyraider, which was built at the Douglas Torrance plant, is quickly converted from an attack bomber to an attack tanker. Other Navy fighter and attack airplanes can also be speedily switched to aerial tankers with the unique unit.

Weekly Papers Fastest-Growing Publications in US, 'Time' Says

Weekly newspapers today are the fastest-growing publications in the U.S., *Time* says in a special report in the February 4 issue.

"Metropolitan newsmen who daydream of retiring to a country paper have long viewed weeklies as a rural retreat than as an influential segment of the press," *Time* says. "But with the swift growth of suburbs and small towns since World War II, weeklies have largely shed their cracker-barrel ways, developed sophistication and a new sense of mission."

Editorial Vitality
Weekly Newspaper Representatives, Inc. last week reported that 8478 weeklies in the U.S. in 1956 reached a paid circulation peak of 18,529,199, up 6.5% over 1955. Estimated gain for the 1700 dailies (total circ. more than 56 million); about 2%. Advertising in weeklies increased 1.2% to a record \$112 million; this includes a 30% jump to \$25 million in national ads since 1954 vs. an estimated 10% gain for dailies.

"The weeklies' resurgence reflects editorial as well as economic vitality," *Time* says. "In addition to relaying the back-fence chit-chat on which weeklies have traditionally thrived, the papers are the only interpreters and watchdogs of local governments in hundreds of U.S. communities, whose problems, aims and achievements go largely unrecorded in the metropolitan press."

out of the cities by the prospect of editorial and economic independence, trained newsmen in increasing numbers are bringing professional standards to weekly newspapering."

Crusading Spirit
Though once renowned for their timidity, many weeklies have developed the crusading spirit that has vanished from many a fat-cat daily, *Time* notes. "In the South, many weeklies have consistently taken a more liberal stand than the region's big dailies on the touchy desegregation issue. . . . Since weeklies are closer than dailies to readers and advertisers and more vulnerable to

Professional Standards
According to one editor, weeklies "are giving back the home town" to suburbanites who have lost contact with community responsibilities. In many areas, fast-growing suburbs have produced weekly and semi-weekly chains that are as slick in appearance and informative in content as their city cousins. "Even outside metropolitan areas," says *Time*, "most small-town weeklies . . . have thrown out the smudgy type and bumpkin prose that once characterized the weekly press, now run staff-written stories and editorials instead of the boilerplate and canned sermons that once crammed country papers. The old-time jack-of-all-trades country editor has been largely supplanted by trained staffs. Lured

the pressure of advertisers, they are often hit by economic boycotts. But few editors cave in under such threats—or worse. In Granite City, Ill., after Editor Cornelius E. Townsend had waged an editorial campaign against organized gambling in the community, a hoodlum recently emptied his revolver into Townsend's Press-Record office. Echoing many a fighting editor before him, Townsend said: "Maybe they'll scare hell out of me someday and I'll quit. But I don't think so."

Douglas Now Building Flying Gas Stations

Quick conversion of Navy fighters and attack bombers into aerial tankers will be possible with a self-contained refueling unit revealed by Douglas Aircraft Co. Airplanes not required for tanker use, the company said, can be restored to their normal combat function by removing the externally-carried refueling unit.

Already flight tested and in production at the firm's El Segundo, the torpedo-shaped unit has been selected by the Navy for use on the propeller-driven AD Skyraider attack bomber and the A4D Skyhawk, midget jet bomber, built at the Torrance plant.

The Douglas in-flight refueling store is entirely self-sufficient and does not rely on the "mother" plane for its primary power.

A compact package just short of 17 feet long, the refueling unit is powered by a ram-air turbine driven by a four-bladed propeller on the nose. Besides the turbine, the refueling store contains hydraulic motors, fuel pump, a flexible hose on a reel, a collapsible drogue and, of course, fuel.

The aluminum device is carried under the fuselage and can be jettisoned in an emergency. The refueling operation is controlled by the pilot of the airplane carrying the Douglas-developed unit. Refueling is accomplished in a matter of minutes by the familiar probe-and-drogue method. Somewhat unusual is the collapsible drogue which, when opened by a donut shaped parachute, resembles a giant badminton bird.

E. H. Heinemann, chief engineer of the Douglas El Segundo division, said the new device fulfills an urgent need for flight refueling of Naval aircraft because it provides the fleet with refueling capabilities without destroying the combat effectiveness of the aircraft aboard carriers.

Heinemann said the store will greatly increase the combat

range and safety margin of attack and fighter aircraft. One contemplated usage is the so-called "buddy mission" whereby two airplanes of the same type deploy together, with one refueling the other at mid-point and then returning to base.

The Douglas refueling store also will extend the endurance of defensive aircraft and permit refueling in emergency situations.

Should an aircraft carrier or airfield be fog-bound, for instance, or a carrier-deck temporarily unavailable for landing, airborne planes could be kept aloft for extended periods by refueling.

28 School Buildings Condemned

Twenty-eight school buildings, tagged as below standard, should be razed, according to a report submitted to the Board of Education by J. E. Byers, structural engineer.

Included is a two-story brick structure.

Recommended for demolition were the two-story Fern-Greenwood school, 24 bungalows at Carr, Crenshaw, El Nido, Meadowpark and North Torrance schools, and two small wooden structures being used at district headquarters and Perry school. All of these units were constructed while Torrance was part of the Los Angeles City School District.

Plans are being made to remove the buildings as soon as new structures are ready to replace them, according to school officials.

District officials believe the present condition of the Fern-Greenwood school does not pose any great danger, according to James E. Crockett, superintendent of new construction for the district. He pointed out it withstood heavy earthquakes in 1933 and 1940 with minimum damage.

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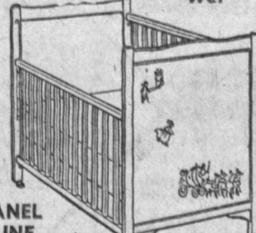
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