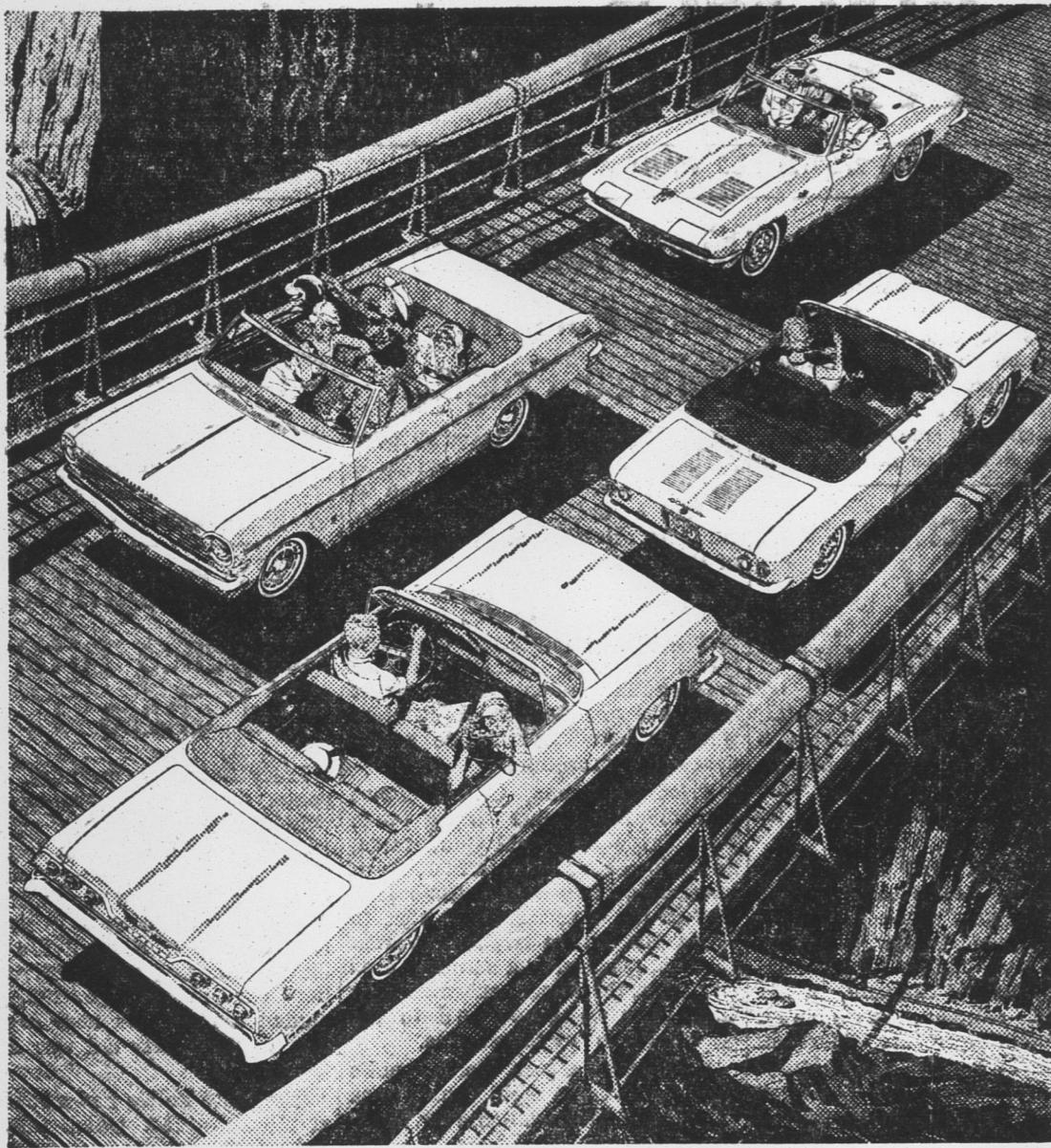


A house shines from the outside,

Gravy trains are always well loaded.

Everybody is sure that civilization reached its peak during HIS childhood — and all have been wrong, so far.



Clockwise from bottom: Jet-smooth Chevrolet Impala, Chevy II Nova 400, Corvette Sting Ray, Corvair Monza Spyder

Summer's coming, get going!

If this isn't a great time to get yourself a new Chevrolet—well, we just don't know when is. Why, you'd almost have to be anti-summer not to let one of these four convertibles get to you. Or any of Chevrolet's sedans, wagons, sport coupes and sport sedans, for that matter.

And there are a lot of other buy-now reasons besides the season. Like the care-free feeling you get on

a long vacation trip in a brand-new car. And it's a smart time to trade, what with your Chevrolet dealer all stocked up for a busy summer. Chances are, he has just the model and color you want—be it Chevrolet, Chevy II, Corvair or Corvette—ready to go right now.

So maybe now you're all wound up? Then spring into summer at your Chevrolet dealer's.



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LETTERS

May 11, 1963

Dear Editor:

I agree with your article in which you suggest that residents of the Wa-Nee School District should show an interest in school needs, but —

Before the time of the voting to consolidate the Wakarusa, Nappanee, Union Twp., Harrison Twp., and Locke Twp. schools the public was led to believe that we had one of two alternatives. We could consolidate in our part of the county or later be absorbed into a much larger reorganization plan with the northern part of the county. Most of us chose what we thought to be the "lesser of the two evils". Now it is becoming known that this was not necessary. We hear that Nappanee had a large enough enrollment to remain a separate school unit. Articles in area newspapers state that smaller schools than Nappanee comply with State

regulations as they are. Wakarusa patrons would cer-

tainly be as happy as Nappanee patrons to be free of this consolidation.

How then, can we expect fairness if we present our feelings to the School Board when we were led into this situation by them? Vitaly interested,

SENTIMENTAL STONE — When the Indiana Telephone Corp., purchased the old home of the late Dr. Warren Tucker as the site for its new exchange in Salem, it found in front of the place an ornamental stone hitching post that had been carved from Bedford limestone. Company officials doubted any customers would drive up in a horse and buggy but they granted the request of Dr. Tucker's granddaughter that the post remain in place. The hitching post was erected before the turn of the century.

Yes, some mighty nice potatoes and strawberries can be grown in a mighty small garden.

Read The Classifieds



DePauw University sophomores, these student nurses indulge in a little last minute adjusting as they are about to receive their caps symbolic of completing the campus phase of their training. Enrolled in DePauw's School of Nursing, the coeds study two years on the campus then shift to the Methodist Hospital in Indianapolis for an equal period. At the end of the four years they will return to DePauw to receive the B.S. degree and be qualified to take the state licensing examination to become a registered nurse. The ceremony was held Sunday, May 5 on the Greencastle campus. Shown here left to right are Jane Worland Atkinson, formerly of Kokomo; Stephanie Netherton, Indianapolis; and Portia Mutschler, Nappanee. Portia is the daughter of Mr. and Mrs. Carlyle A. Mutschler, 201 N. Madison. She is a graduate of Nappanee High School.

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AN EDITOR'S
OUTLOOK

By Jenkin Jones

THE NEW SCIENCE
OF TESTING

By JENKIN LLOYD JONES

CARDEROCK, Md. — On the 10th of August, 1628, the Gustavus Vasa, flagship of the Swedish navy, left its graving dock at Skeppsholmen in Scotland harbor for its maiden voyage.

Loaded down with 64 cannon, 1,300 barrels of beer, 350 barrels of bread, 290 barrels of salted fish and 450 men she eased out into the channel with her guns exchanging proud salutes with the forts. This was the ship that would sweep the Föls off the Baltic Sea, and all Stockholm gathered at the water-front to cheer.

And then the Gustavus Vasa tipped over. Just like that. With only four sails set and a slight breeze blowing she began to heel. Some men rushed below to move guns to the upper side but water was already pouring in the gunports. In a moment over she went and down to the bottom of Stockholm harbor where she remained for more than 332 years. When they finally raised her on April 24, 1961, white skeletons lay mired in the mud alongside the pinnacles.

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There had been, of course, a tremendous investigation in the Swedish admiralty court shortly after the tragedy. But it was cut short. King Gustav Adolf, it seems, had given a lot of advice about how the ship should be built.

For many, many centuries men had been doing stupid things like this. No one could find out what a new design would do until it had been tried. The huge galleasses of Spain's armada contained chapels, chambers of state and turrets, but they couldn't sail into the wind and the smaller British ships cut them to pieces.

Charles I's "Sovereign of the Seas," which was the biggest ship in the British navy when it was launched in 1637, had to have a deck taken off before it was safe to venture into a gale. The Royal William of 1692 almost turned over before it was hauled back into the shipyard and reworked.

What was a sailing ship supposed to do? It sought a combination of speed, maneuverability, ability to survive storms, and cargo-handling capacity. You would have thought a system of testing tanks for hull models would have been thought of long ago. But no.

On one side of the world ship-builders were trying to accomplish with junk what ship-builders on another side were trying to do with xebecs. Part of the world was relying on lateen sails, part on square sails, and part on schooner sails. Everywhere people kept repeating old errors or groping for

solutions that other people had found long before.

AND then only yesterday — in 1865, to be precise — an Englishman, William Froude, demonstrated that the power required for a ship could be estimated from the force required to tow a model. It took him about ten years to talk the Admiralty into a workable test basin. And immediately the old fallacies began to reveal themselves and the science of naval architecture took a quantum leap forward.

Today at Carderock on the Potomac River, 12 miles northwest of the Capitol, Uncle Sam has a \$40 million tank and wind tunnel facility that is saving not only the armed services but commercial ship and plane builders uncounted millions in the prevention of error. No plane is built anymore in the mere hope it will fly. Its performance is recalculated. And the behavior of a ship is known almost as precisely on the day its keel is laid as on the evening after its first sea trials.

The high speed testing tank at Carderock, on which models can be towed up to 70 miles an hour, is five-eighths of a mile long, 21 feet wide and from 10 to 16 feet deep. It has a measurable tide and the rails on which the test stand operates are curved with the curvature of the earth so there will be no variation in the height above the water.

There is a hyper-sonic wind tunnel in which wind speed of Mach 10 or 7,000 miles an hour, can be maintained for 12 seconds. Too short a time for observation? You forget the computer. One of them makes 250,000 computations a second. Whoosh! goes the blast. The model is turned this way and that as it builds up to a white heat. In a few moments the vacuum chamber is filled. The squealing wind dies. And then you settle down for the winter with miles of computer tape to see what happened.

Nothing is sacred at Carderock. No old Navy man would recognize the new ducted propellers, the fantastic hydrofoils, and the hydro-skimmers that will ride two feet above the water and run around at 80 knots.

The curiosity of these dedicated young scientists is insatiable and even gruesome. Somebody suggested that special cushioned shoes might save sailors broken ankle and leg bones if their ships pass over mines. So some cadavers were fitted with the proposed shoes and trussed up on a steel deck. A mine was set off in the water beneath. And the doc moved in for a post-mortem.

Carderock is a symbol of why the curve of scientific advancement these days is approaching the ver-

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tical. After ages of stupidly repeating the same old mechanical mistakes man has now learned to test. He now retains, polishes and breeds his knowledge. And we are off the pad and climbing into orbit.

UNHAPPILY, in the fields of politics, social science and economics we have no Carderocks. We are still hopefully but idiotically trying theories that failed with the pharaohs. We continue to launch all kinds of philosophical Gustavus Vassas.

So we blow ourselves off the face of the earth. But, thanks to the eager young men at Carderock, we can at least be assured that the ship that takes us across the River Styx won't turn over.

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Charles W. Price.

Charles W. Price, 81, died of a heart ailment Monday in his home. He was born near Milford Dec. 2, 1881, and had lived there his lifetime. On Dec. 31, 1903, he married Clara Leatherman. He retired as janitor of Milford High School in 1939. He is survived by his widow; four daughters, Mrs. John Robison of Nappanee, Mrs. Melba Rensberger and Mrs. Elmer Hartter, both of Milford, and Mrs. Maurice Crow of Syracuse; four sons, Russell of Nappanee, Everett of Warsaw, Glen of Milford and Robert of Elkhart; 29 grandchildren and 27 great-grandchildren. Funeral services will be at 2 p.m. Thursday in Bethel Church of the Brethren, with the pastor, Rev. Robert Perkins, officiating. Burial will be in Milford Cemetery.

Every wife knows, when hubby sends flowers, without a reason — there is a reason.

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