

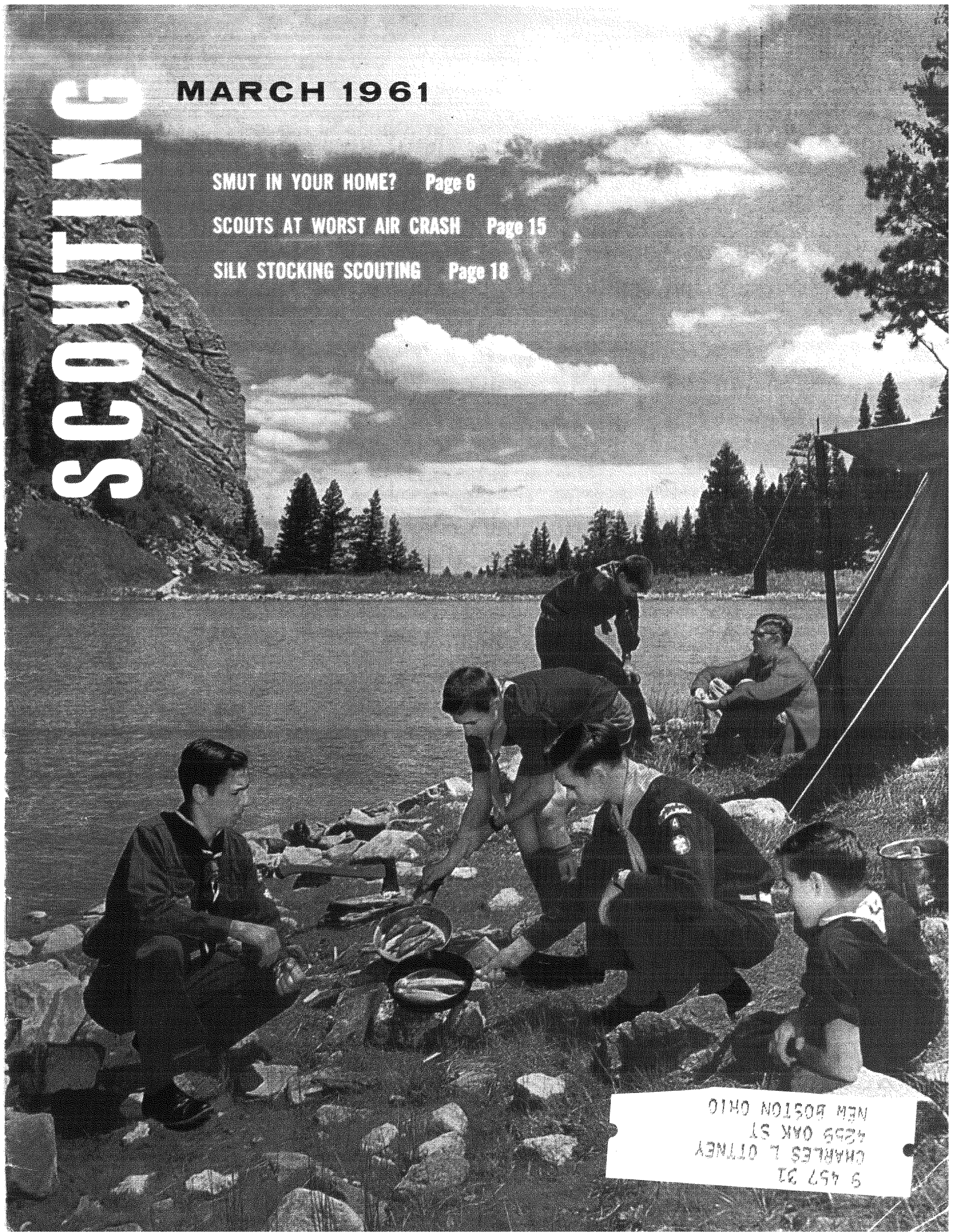
# SCOUTING

MARCH 1961

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# SCOUTERGRAM

Private citizen Eisenhower, former Honorary President of the Boy Scouts of America, on January 20 became our Honorary Vice President. He is a Life Member of the National Council Executive Board and wears the Silver Buffalo, awarded for distinguished service to American Youth.

President John F. Kennedy, besides being inaugurated President of the United States, has accepted the invitation to be the Honorary President of the Boy Scouts of America. President Kennedy was a Boy Scout in 1929-31 in Troop 2, Bronxville, New York, Siwanoy-Bronx Valley Council, until he changed schools. He served as district vice-chairman in Boston in 1946. He was a member of the Boston Council Executive Board from 1947 to 1955; council vice president 1952-53; local council representative from 1953 to 1955; honorary member of the National Council from 1956 to the present, making him a fifteen-year veteran. The new President is the first who was a Boy Scout and the third man with a Scouting background to enter the White House. The other two: Franklin D. Roosevelt and Dwight D. Eisenhower.

The President, Vice President, and all the members of the cabinet are Scout-trained men. Vice President Johnson has been a council board member and a member of the National Committee on Exploring.

Cabinet members Rusk, McNamara, Kennedy, Day, Freeman, Udall, Goldberg, and Ribicoff were all Boy Scouts.

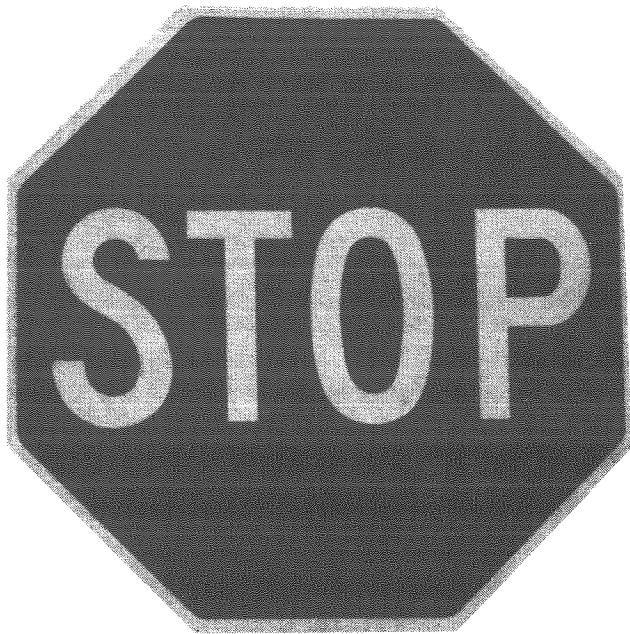
McNamara holds Eagle rank. Treasury Secretary Dillon has been a council member at large and has raised funds for Scouting for twenty-eight years. Commerce Secretary Hodges has been an executive board member in two North Carolina councils and is currently on the Region Six Executive Committee; he is the recipient of both the Silver Beaver and Silver Antelope awards for distinguished service to boyhood. Mrs. Freeman and Mrs. Goldberg were Den Mothers.

A religious award, "In the Name of God," is available for Scouts and Explorers who are Moslems from the Islamic Committee on Scouting, 3061 West Point, Dearborn, Michigan. The Salvation Army Scouters Award has been established; information is available from the territorial offices of the Salvation Army.

The first bowl-by-mail tournament for Explorers terminates March 25. Games are rolled on home alleys, using league handicaps, and scores are mailed in.

The books closed on Jubilee Year membership with record enrollments. The grand total of 5,165,366 included 3,783,073 boys and 1,382,293 adults. They're in 130,368 units (except 92,660 council Scouters and 4,408 members of the Women's Reserve)—48,284 packs, 61,257 troops, and 20,827 Explorer units. The gains over 1959 are 1.9 per cent in total membership, 2 per cent in boys, and 3.7 per cent in units. The verdict: the 50-year-old is in topnotch health.

By LEON BRODY



## ACCIDENTS

**T**ODAY'S AUTOMOBILE DRIVER faces, on an average, two hundred traffic situations *every mile he drives*.

Twenty times a mile he must make an important decision about what he's going to do in the next moment. Once in every forty decisions an error is made—an error for every two miles he travels.

Luckily, the errors are not always serious. Good drivers know how to prevent them from becoming serious or are less likely to make such mistakes.

The best protection is perception. Don't confuse this with vision. Perception is much more than vision; it is seeing plus interpreting what is seen. This involves selection and judgment.

People continuously see, hear, and feel a multitude of things when they are driving, but are consciously aware of only a few of them. At best, they separate the important things from the unimportant. It's something like studying with the radio on—concentrating on the book and not really absorbing the music.

For a driver, selective seeing is essential. If a driver

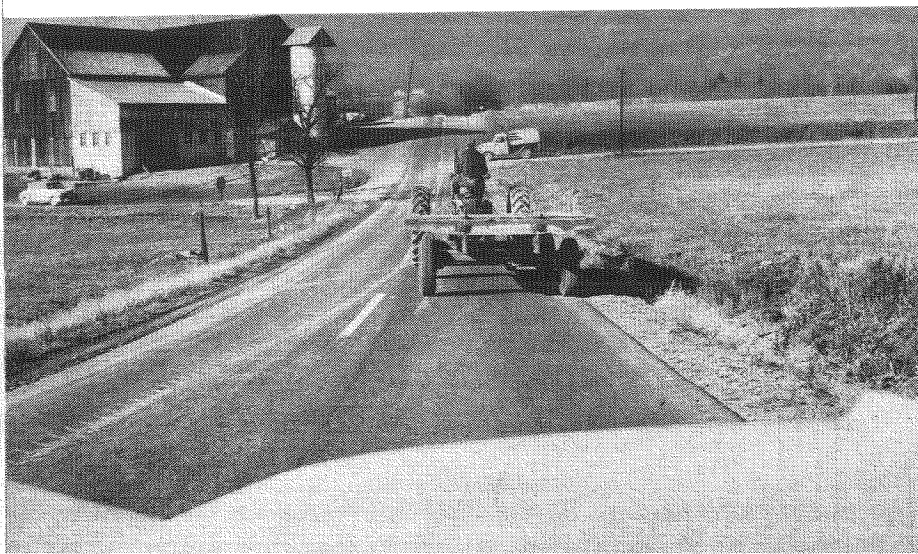
is not alert, if he daydreams or thinks about something besides driving, he may not see a stop sign. He may not notice a pedestrian partially hidden by a parked car. He may drive into unavoidable danger.

On the other hand it's neither possible nor desirable to notice too much. By concentrating on unessential points a driver may overlook something important, such as another driver turning his head as a clue that he may shift lanes.

One of the primary goals of Explorers in 1961 is to understand and help improve traffic safety. Most Explorers and Boy Scouts are familiar with safety rules for pedestrians, but Explorers, beginning to drive, must appreciate traffic safety from the driver's point of view.

Most Explorers, like other young people, are well coordinated. They have good reflexes. They react fast in emergencies. Do they still need good perception? Scientific studies show that they do.

Quick reflexes alone are not enough. In actual driving there are usually several factors or considerations in a



Can you see five hazards facing you, the driver?  
(1) Slow-moving tractor. (2) No passing zone on  
approach to hill. (3) Truck about to move onto the  
highway. (4) Car coming over the hill. (5) The  
car that may fail to heed the stop sign on left.

A car equipped to photograph driving hazards from the driver's seat was used to take the pictures to make the filmstrip; two frames are reproduced on these pages.



# BEFORE THEY HAPPEN!

**It's safer and cheaper to practice spotting traffic hazards and making the right decisions to avoid them before you take your car on the streets or highways.**

hazardous or near-hazardous situation, and the more choices a driver has the longer it takes to respond. A person who reacts quicker than he is able to perceive is more apt to have an accident—and perhaps a more severe accident—than the person who perceives before he responds.

How can a person improve his perception of driving hazards? First of all, of course, by making sure his vision is up to par. It is surprising how many people have defects in their vision and do not know it. This is especially true of young people who may have undergone changes in vision but have not had their eyes examined. Older people generally notice eyesight changes.

All aspects of vision are important, including side vision, depth perception, and night vision.

Even if his eyesight is at its best, a driver can still improve his perception. As in developing skill at a sport, the key steps are concentration and practice. By applying these principles, a basketball player can improve the speed and accuracy of his jump shots. In exactly the

same way, the driver can increase the speed and accuracy with which he sizes up traffic situations.

To help Explorers develop proper attitudes and recognize driving hazards, New York University's Research Center for Safety Education and the Shell Oil Company have produced, especially for this group, a filmstrip entitled *Perception of Traffic Hazards*. Traffic scenes containing hazards are flashed on a screen, and Explorers are asked to spot the hazards and tell how they would avoid the accident. The filmstrip is accompanied by an instructor's manual.

By bringing traffic situations indoors, this training aid enables viewers to judge hazards without being exposed to danger. Practice with this new technique will sharpen the young driver's ability to size up a traffic situation, identify potential hazards, decide on proper action, and act in time.

The training filmstrip is part of the program through which Explorers are helping to put a generation of more perceptive—and, therefore, safer—drivers on the road.

How many hazards do you perceive in this street?

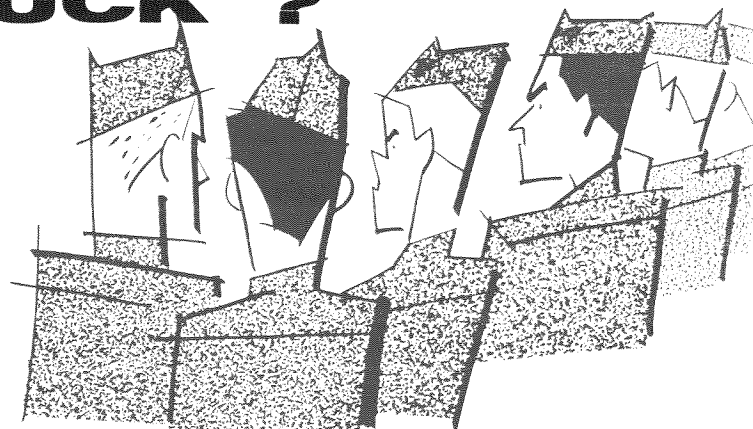
- (1) The ball in the street signaling children playing.  
 (2) The boy.  
 (3) The double-parked car.  
 (4) Park-  
 ing on both sides.  
 (5) Dead-end street.  
 (6) Inter-  
 section ahead.  
 (7) Car behind you?



# CAN OUR POST AFFORD A BUCK ?

## FRONT LINE STUFF

Here's the story, based on an actual situation, of an Explorer Advisor who has come face to face with a different kind of problem.



I'm the Advisor of an Explorer post that specializes in auto mechanics. The owner of a nearby garage lets us hold our meetings there, and we have around fifteen active members and are doing pretty well. Or *were*, anyway, until Buck showed up.

I'll never forget the first time we saw him. Several of us were gathered around a block with the head off, checking cylinder walls. We were pretty intent on this and didn't hear anyone come in. A shadow moved behind us suddenly, and I looked up.

A boy I had never seen before stood under a light a little distance away, watching us. He was what I would call the Hollywood version of a juvenile delinquent—about sixteen, heavy black jacket, thick black hair with sideburns, a calculated slouch. He was rolling a match between his lips, and kept flipping a coin over and over in his left hand. All the stops were out with this character, and I remember wondering which pocket the switch blade was in.

I told the boys to carry on with the job, and walked over to him. "Help you?" I asked.

"Understand ya got a little car club going here," he said.

"We work on cars," I told him, "and do some other things besides."

"What's a guy gotta do to join?"

This I hadn't expected, and hesitated a moment in surprise, which seemed to irk him. "What's the matter, Mister, a guy gotta have a *pedigree* to get in here?"

"Not particularly," I said, "so long as he's interested in cars and behaves himself."

He looked down at the coin he kept flipping, and I noticed it was a silver dollar—rare in these parts.

"I'm interested in cars," he said, smiling a little in a way I didn't particularly like.

We talked on awhile, and I learned that he was called "Buck" (because of the coin he always flipped); drove a motorcycle (what else?); lived with an aunt some-

where on the other side of town; and had a lifelong love affair with anything on wheels, the faster the better.

I told him about our post, making it clear that we were interested in other things besides cars, mentioned our business meetings, officers, occasional trips, social affairs, and all the rest. I thought that when he learned we weren't just a bunch of hot-rodders souping up carburetors he might go away.

But after I had finished all this, he looked up at me with that peculiar smile and said, "O.K., Mac, when can I join?"

My mind whirled a moment as I groped for reasonable-sounding reasons why he couldn't join. Suddenly a new thought stopped all the others—why *shouldn't* he join? Who am I to say a kid can't join because he doesn't happen to look like the all-American boy? Since when is it against the law to wear a black jacket and flip a silver dollar?

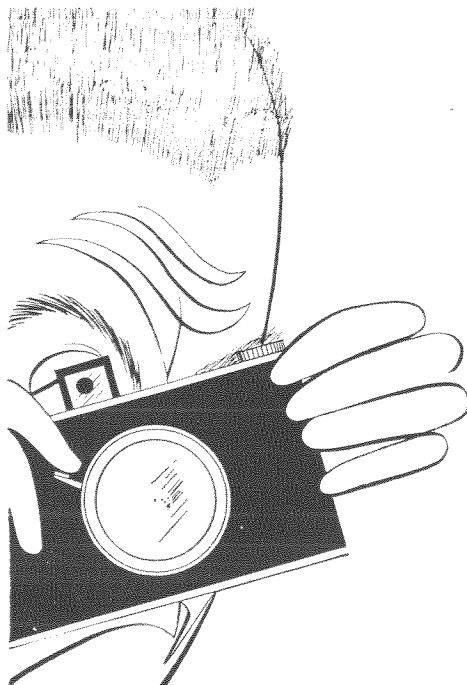
"Any time you like, Buck," I told him. "Tonight if you want."

He agreed, and I took him over to the others and introduced him. They welcomed him politely, but I could see they felt he was pretty far out. Half an hour later, thought, it was plain they didn't care how far out he was—the boy was a mechanical genius, and he had already solved a couple of problems we'd been puttering away at for weeks.

Unfortunately, we discovered, Buck had other talents, not all of which were in harmony with the aims and purposes of the Boy Scouts of America.

He had, for example, a command of language not found in manuals pertaining to auto mechanics. He had tough-guy attitudes toward just about everything (except cars, of course), and I'm sure he considered all adults to be "squares" (except possibly public enemies one through ten). He raced his motorcycle around town like a stunt driver and, on more than one occasion, I

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# ON CAMERA

Lee Lockwood Black Star photo



**CAMP CENTURY EXPLORERS** on Greenland's icecap, 800 miles from the North Pole, learn to take weather readings. Kent L. Goering (right) Boy Scouts of America, and Soren Gregersen, (left) Boy Scouts of Denmark, are working as scientific aides with the United States Army Engineers until April.

Lawrence-Phillip Studios photo



**TABLET IS UNVEILED** honoring memory of William T. Boyce who learned of Scouting from the unknown Scout in a London fog and helped organize it in United States from his office at 500 North Dearborn Street, Chicago. Last October 1 his daughter Mrs. James S. Parker and members of her family received the plaque placed on his office building by the National Council.

**ONE-HUNDREDTH BIRTHDAY CAKE** in form of Boy Scout Handbook is presented to Frank Damberg, Galesburg, Illinois, last December 22 by Cub Scout Tony Honsey, representing newest members. Centenarian Damberg is a member at large of Prairie Council and helped set up its Jubilee Year show.

Register-Mail photo



**GRANGE TROOP OF THE YEAR** for 1960 among more than 200 sponsored in thirty-seven states by the National Grange is Troop 632, Berea, North Carolina. Presenting the honor banner to the twenty-two Scouts and four leaders are William Develle, chairman of the Grange youth committee—and former Eagle Scout (holding banner at right); Herschel D. Newsom, National Master of the Grange; and Charles S. Griffin, assistant director, Rural Service, Boy Scouts of America (left).

Edward Regland photo



