

COMPACT

THE YOUNG PEOPLE'S DIGEST

SEPTEMBER 1958 • 35¢



WHAT MARRIAGE
TO NATALIE WOOD
HAS TAUGHT

Bob Wagner



TWO BOOK EXTRAS
Each for an evening's reading

ARE YOU READY FOR A STEADY?
IF YOU WENT TO SCHOOL IN THE U. S. S. R.
DON'T MISS... SECRETS OF SLENDERELLA
TONY PERKINS DANCES "THE CRAWL"

CARTOONS • FASHIONS • MOVIES • CAMPUS HUMOR

COMPACT

THE YOUNG PEOPLE'S DIGEST



Natalie Wood and Bob Wagner, Hollywood's happy newlyweds, appear on our cover this month. Like most young couples, Natalie and Bob feel they have learned a great deal from each other during their first few months of marriage. You can find out exactly what in the article which begins on page 36.

GEORGE J. HECHT
President and Publisher

CLAIRE GLASS
Editor

JANA GUERRIER
Associate Editor

JUDITH RODNICK
Editorial Assistant

VIRGINIA M. SHAW
Fashion Editor

VIRGINIA FISHER
Assistant Fashion Editor

ANN KENNEY
Movie Editor

RALPH O. ELLSWORTH
Art Director

ARLINE MITTLEMAN
Art Editor

MARY ANN HARTMANN
Art Assistant

CONTENTS, SEPTEMBER 1958

SPECIAL FEATURES

- 21 "WE NOMINATE FOR OBLIVION"
- 22 ARE YOU READY FOR A STEADY?
by *Walter Duckat*
- 31 WIRETAPPING by *William Von Riegen*
- 44 TONY PERKINS DANCES THE CRAWL
- 48 AROUND THE CAMPUS
- 55 CAMPUS HUMOR, U.S.A.
- 84 BLAST OFF TO THE MOON
by *Joseph Miles Chamberlain*

ARTICLES

- 17 THE SECRETS OF SLENDERELLA
by *Eloise English*
- 36 WHAT MARRIAGE TO NATALIE WOOD
HAS TAUGHT ROBERT WAGNER
by *Peer J. Oppenheimer*
- 50 GIRL INTO SPACE by *Vee Carter*
- 64 HOW TO BEAT THE HIGH COST OF
COLLEGE by *Arthur Howe, Jr.*
- 80 HAVE TUNE, WILL TRAVEL by *Myles Eiten*
- 86 GOING TO SCHOOL IN THE U.S.S.R.
by *Rita Liepina*

STORIES AND BOOK EXTRAS

- 24 RAINY, WITH TEARS by *Mildred Lawrence*
- 92 BRIGHT PARTICULAR STAR
by *Marion Garthwaite*
- 113 TEN POINTS FOR MR. POLKINGHORN
by *Charlotte Armstrong*

DEPARTMENTS

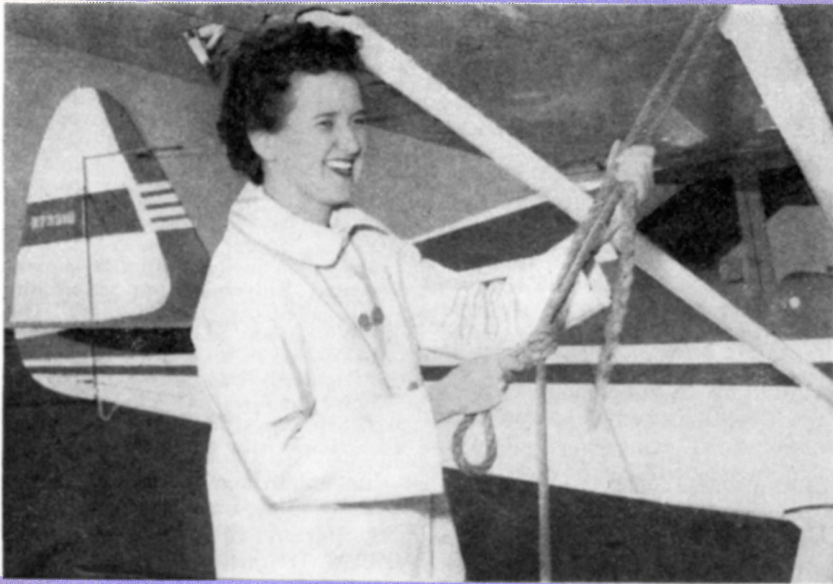
- 4 DEAR EDITOR
- 15 DANCE PARTY
- 16 BRICK by *William Von Riegen*
- 30 DICK CLARK'S TURNTABLE TALK
- 54 THINGS TO WRITE FOR
- 67 COMPACT'S FASHION REPORT
- 78 COMPACT'S MOVIE PREVIEW:
THE DIARY OF ANNE FRANK
- 90 THOUGHTS FOR YOUNG PEOPLE

Photograph credits are on page 109

Cover: Peter Basch

Compact, The Young People's Digest, September 1958, Vol. 7, No. 7, is published monthly except June and August by Compact Magazine, Incorporated, a subsidiary of the Publishers of Parents' Magazine. Publication Office: Nashville, Tenn. Change of address giving old and new address should be sent six weeks in advance to Compact, Subscription Adjustment Bureau, Bergenfield, N. J. Executive and editorial Offices: 52 Vanderbilt Ave., New York 17, N. Y. E. A. Sand, Vice Pres. & Circ. Mgr. Subscription price \$3.50 a year, 35c a copy in the U. S. Foreign postage (except Canada & U. S. Possessions 50c a year extra. Printed in U. S. A. Copyright 1958 by Compact Magazine, Incorporated. Title registered U. S. Patent Office. Entered as second class matter at post office, Nashville, Tenn. Manuscripts must be accompanied by return postage and are submitted at risk of sender.

Girl into Space



Gene Nora Stumbough...a junior at the University of Oklahoma...is proving that girls can fly, too!

By **VEE CARTER**

LEARNING to fly is as easy for girls these days as a course in home economics," claims Gene Nora Stumbough, a junior at the University of Oklahoma.

The proof is Gene Nora's own career. With no family background of aviation, no flying experience of her own even as a passenger, with limited funds and the sup-

posed handicap of being a girl in a man's field, she has in less than five years of flying become one of the outstanding aviation students in the country.

Last spring at the annual airmeet of the Intercollegiate Flying Association at Stillwater, Okla., Gene Nora captured three trophies, competing against students from universities all over the country. Entered without her knowledge in

the contest for Sky Queen, she won that title on the basis of her flying ability and personality.

In addition to the Sky Queen Trophy, she brought home another trophy as Outstanding Female Pilot. A third came from winning third place in the competition for power-off accuracy landing. Events at these meets always include power-on spot landing, power-off spot landing, bomb dropping and a fourth event which differs each year. It is not common for one entrant to win three trophies.

Gene Nora has two other trophies won in previous years. One was awarded to her for contributing the most toward aviation among Oklahoma U students last year, and another was earned when she and a fellow student won first place in the precision bomb drop.

"You should have heard that crowd roar with laughter when I came up—a girl—winning bombardier!" she laughs. "Of course, it was only a sandbag that I dropped on the target."

Gene Nora got her start in flying when she was a junior in high school in Illinois. She saw a girl pilot dipping her plane over a Fourth of July parade and decided if that girl could fly, so could she. Her older brother, John Charles, was a member of the North Shore patrol of the CAP, and Gene Nora learned through him that girls were eligible. She joined and, before long, was the only girl in the patrol who did not drop out.

The CAP (Civil Air Patrol) was formed in World War II and became an official U. S. Air Force volunteer auxiliary to train both young people and adult pilots to

find lost aircraft. The training includes ground and air rescue, radio transmission, building and maneuvering model planes, military drill and discipline, navigation and flight instruction. It seldom includes actual in-flight training with handling of the controls.

Over 90,000 cadets serve in CAP, more than half of them teen-agers. They take part in about 1500 search and rescue missions a year, using over 5,000 CAP light planes. There are 10,000 girls enrolled. One out of ten boys enrolled enters the Air Force as airman third class.

"Boys and girls 15 and up, all over the country, have the same opportunity I had," Gene Nora points out. "They can find out if there is a CAP patrol in their community by calling the Civil Air Defense center. The only expense in most cases is a minimum fee for gasoline used in flights and the cost of uniforms."

Gene Nora was in the CAP two years and went on many observation and mission flights, learned to read aerial maps and did research on flying problems and techniques. Not all CAP patrols have planes to fly, but hers did, both government planes and privately owned. During her senior year, she became a First Lieutenant and cadet commandant of the patrol.

To earn the necessary money, Gene Nora worked as a store clerk during holidays and summer vacations. Even so, she thought long and hard before investing in both summer and winter uniforms which are official Air Force issue.

"Flying scholarships are available to outstanding students who are enrolled long enough in CAP

and attend enough summer encampments," says Gene Nora. "Some are to local flying schools; some include flights across country; and girls have even gone overseas to Hawaii and Puerto Rico, for instance. CAP sent 145 boys abroad to 21 countries in 1955." Gene Nora was never eligible for such a scholarship and had to earn all her own flying expenses.

When it came time to select a college, Gene Nora chose to attend the University of Oklahoma because it offered an aviation major in Business Administration. But as soon as she enrolled, the university dropped all flying courses except actual flight instruction. Today Oklahoma U has the largest flight training school in the U.S. Gene Nora has taken all available flying courses and hopes to have earned her commercial and instructor's tickets by the end of her junior year.

Currently, Gene Nora has a private pilot's ticket (or certificate) and a radio operator's ticket. She has checked out in a Cessna, Aeronca, Piper Tri-Pacer and has flown for a short while a Howard and a helicopter, though neither of the latter counted in number of hours logged. She has a total of about 100 hours flying time.

After she has logged enough hours, Gene Nora hopes to be an instructor. She is a cool, careful pilot, with nothing but contempt for showoff pilots. In her whole flying career, she has had only one accident and that was not her fault. It happened when she was on her way to a recent flying meet. A sudden gust of wind blew up and tipped over her plane as she was

attempting a landing. Fortunately, Gene Nora and another student in the plane weren't injured.

Last January, Gene Nora made her longest cross-country solo—seven-and-a-half hours to Abilene, Texas, and back to Norman, Oklahoma. The last fifty miles she flew only 1,000 feet off the ground in fog so thick she couldn't see Norman at all until she was directly over it. On another flight, made primarily to see the results of a devastating and widespread flood, she was turned back by a violent dust storm—a weather contrast always possible in Oklahoma.

"My most embarrassing flight," Gene Nora recalls, "was one cross-country to Amarillo, Texas, and back. A weather report of 'no wind' was wrong, and I was blown off course and lost. I tried to spiral at dusk into a field that turned out to be an Air Force S.A.C. base, and I peeled off just in time to keep from being chewed up by one of those jets and spit out like confetti. I finally put my plane down safely in what I thought was a farmer's field, but it turned out to be a civilian airport. What a flight!"

Gene Nora feels she is very fortunate in having her parents' whole-hearted backing of her ambitions to fly. Although University flying fees are lower than flying instruction outside—they range from \$4 an hour to \$15 an hour depending on the type of plane used—an aviation education is about as costly as a degree in music, for instance. While her parents were willing to help, they could not pay for all the lessons.

To earn the rest of the money,

Gene Nora works during school terms as a student librarian. In the summers, she works as information girl at a covered wagon in her home town, Cascade, Colo., at the foot of Pike's Peak.

When not flying, Gene Nora has a number of interests. An accomplished musician, she played cello in her high school orchestra and, for a while, in the university symphony. During her last year in high school, she and a friend won first place in state competitions playing a stringed duet.

Like most girls, Gene Nora is interested in clothes. She likes to sew and, when home on vacations, she enjoys sewing clothes for herself. As a result, she has a better wardrobe than she could otherwise afford.

Despite what many people think,

Gene Nora feels being a girl is no handicap when it comes to a career in flying. "Just because she can probably never be a pilot on a major airline or fly jets in the Army," says Gene Nora, "no girl should give up her dreams of flying, if she really wants to fly badly enough. There are hundreds of women pilots in the United States today in such varied jobs as flying instructors; pilots of private company planes; airport managers; and Civil Aeronautics Administration inspectors. I chose teaching because there are so many women instructors that I know they are welcome. Also, it will give me a chance to fly regularly and build up my hours and experience."

With determination like that, Gene Nora is sure to succeed.

Don't Miss Compact's Super OCTOBER ISSUE

**A Marriage Counselor Answers Your
Questions on Love and Marriage**

A down to earth discussion on a subject
of interest to all young people.

What Your Handwriting Reveals
Here's a fun way to find out just how
well you know your *real self*!

What Do Boys See in Girls?

Lucky Millie Perkins

Macbeth All Shook Up—a hilarious spoof!

Shirley Boone's Pat

Campus Humor, U.S.A.

Cartoons, Records, Fashions!



On Sale September 23