

# Broadcast Weekly

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*"Cecil & Sally"*

K P O + 9 TO 9.10 P.M.

Daily except Sunday

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Ever on the alert for new ways of helping our members make more money out of Radio, the Radio Training Association of America now offers ambitious men an intensified training course in Radio Service Work. By taking this training you can qualify for Radio Service Work in 30 days, earn \$3.00 an hour and up, spare time; prepare yourself for full-time work paying \$40 to \$100 a week.

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The Radio Training Association of America  
4513 Ravenswood Ave., Dept. BWA-3, Chicago, Ill.

The Radio Training Association of America  
4513 Ravenswood Ave., Dept. BWA-3 Chicago

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## "Cecil and Sally"—KPO

By MONROE R. UPTON

JOHNNY PATRICK, creator and writer of Cecil and Sally, who also interprets the role of Cecil on the air, in some respects resembles the character he plays and in others is vastly different. The bright rays of humorous writing, no matter how much they are apparently based upon objective observation, have as their primary source the personality of the author. Dig deeply enough into the humor of the Cecil and Sally episodes and you'll find Cecil, in spite of the fact that in street cars, stores and restaurants and wherever possible he is always on the search for new and amusing angles. He has very definite ideas concerning the types of humor he likes and dislikes. However, he tries to keep the theme as close to the common experiences of his listeners as possible.

Lisping Sally's boy friend is still pretty much of a boy in real life. His idea of the best time possible is to go on long trips in the country, camping, fishing and hunting, with the oldest and the dirtiest clothes available. He has his work planned for the next several years to come and also the use of the money he intends to make. His radio activities keep him so busy he scarcely has time for anything else except an occasional swim or game of tennis. He gets a great thrill out of flying, and always goes by air when traveling up and down the coast.

It expresses a lot to say that Johnny Patrick is individualistic. He refused to palm off the regular, conventional, approved set of reactions and attitudes towards life as a personality. He guards his "differentness" closely. This is one of the reasons for his strong likes and dislikes. A couple of his pet aversions are ferry boat whistles and raw oysters. In order to get even with them he makes fun of them, as he does other things he is not especially fond of. Johnny says that if his popularity continues later on he may branch out into other brands of entertainment, but his interest in radio bids fair to keep him before the microphone for some time to come.

For those who want all of the details, he is 5 feet 9½ inches tall, his eyes are blue, and his hair dark brown. An uncle, an officer recently stationed at the Presidio, and an aunt raised him. His family has been in the United States army for several generations. They come from the South, and Johnny grew up in Kentucky, where he was born, and in Texas.

Just two years ago he joined the staff of KYA

as a singer. Shortly after he began writing skits for the air and out of them developed his association with Helen Troy in the Cecil and Sally act. They were on during the noon hour at first, then on a coast chain, and finally KPO signed them up.

Now for Sally. This young lady is the Helen Troy who had already achieved an enviable name for herself with her blues singing and her piano and organ work before her unusual histrionic ability made her beloved as Sally. Helen is not like Sally at all. She is sweet, charming, modest, friendly, gracious—and extremely capable. In fact, Helen doesn't always think Sally should be as dumb as Johnny makes her. She particularly enjoys a Cecil and Sally episode in which Sally gets the best of Cecil. She is an ambitious girl, conscientious, and not without a sense of humor. She started in the show business at the tender age of five, introduced to the footlights by her uncle, the late G. L. Silver, a Keith circuit headliner in his day. She worked with him for two years. Her schooling was at Sacred Heart Convent, in Traverse City, Michigan, where she learned to play the piano and organ. Following graduation and a short course of study for theatre work in Chicago, she tackled her first job—organist in a Grand Rapids, Mich., theatre. But Helen was only eighteen and nostalgia brought her back to Traverse City, where she remained for two years. Then she worked in a Detroit theatre for a while, after which she came to San Francisco, where she played the organ in a number of different theatres, though principally at the Imperial when it was a West Coast house. This was a sort of a return engagement, because Helen was born in San Francisco shortly before the big shake-up which started the conflagration of 1906. She joined KYA as studio accompanist about two years ago.

Helen has, in common with Johnny, an independent spirit and a fondness for dancing, swimming and vagabonding. By vagabonding we mean an appreciation of the strange, the odd and the unusual, whether it is found on the next continent, in the next county, or in the next block. An interest in things off the beaten track. Some day you may notice Helen dashing about town in her car. She likes to drive. And ride horseback and go to ball games.

It is confidently predicted that the amusing

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# Planes to Send SOS When In Trouble

**T**HE thrilling call of "SOS," which has echoed down the air lanes, to the saving of thousands of lives and millions of dollars worth of property, has invaded the aviation field, and shortly from cloudland will come the cry for help to electrify the night watchers at airports all over the country.

Distress signal radio stations are to be set up as experiments on the New York-Atlanta Airway for the benefit of pilots forced down by hurricanes, storms or fogs. The installation has been authorized by the Department of Commerce at Washington, and if the plan works out as successfully as anticipated, the system may be extended to every airway in the country.

Three airports are to be included in the installation of distress signal apparatus. At each of the airports a dual system of radio is to be used. Two receiving systems—one adjusted to 333 kilocycles—approximately 900 meters—and the other to 3106 kilocycles, or approximately 96 meters—are to be remotely located from the airport. Signals from these units will be brought into the airports by underground cables to two receiving sets.

Planes equipped with radio for distress signals will carry 50-watt transmitters, equipped to use either voice or code. In the event of emergency, the radio beacons at each field will cease transmission and emergency safety messages transmitted on the frequency of the radio beacon to which all planes are tuned. Ground operators will maintain a day and night watch on the two wave lengths for SOS signals.

The same system, in effect, as now operative in naval stations, will be used for locating SOS calls. Much of this is automatic. Roughly, for the explanation of the broadcast reader not interested in technicalities, the system is that of automatic tuning. A motor, geared to the tuning dial of the receiving set, ceaselessly day and night, swings the dial back and forth over the channels where ships ply their air traffic.

A loud speaker is connected at all times to the set so that the minute an SOS signal is sent out by a steamer, the loud speaker gets it, as the automatic tuning device swings back and forth over the ship lane. At the airport, a somewhat similar arrangement is contemplated, automatic listeners,

tuning to the frequencies of flying planes, keeping a continual watch.

If an aviator runs into trouble, if he is forced down, he has but to open his key and flash an SOS, his call letters and last known location, and it will be instantly received in one or more of the ground stations. Instantly all traffic will halt while rescue or first aid steps are taken.

The pioneer work in this regard was done right here on the Pacific Coast, after the famous Dole flight to Hawaii when the ill-fated rescue plane went to a watery grave somewhere off the coast. Even as the plane plunged downward in its final tailspin, the heroic operator grabbed his key and flashed the fact. A hundred listening ears heard him say "we are into another . . ." as the plane struck the water. A second more—and he could have told his location and a rescue might have been effected.

Ships combed the dark waters of the night for the plane, which was never found. Now—that may be obviated. An automatic device which will snap out with high speed rapidly the plane's trouble and location, recorded automatically on a tape at the distant airport—a pilot will shortly touch a lever as he drops, and his principals will know when and where.

The automatic feature is the next step in the coming SOS distress system which the government has sanctioned to make air travel safe.

## Cecil and Sally—KPO

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affair between Cecil and Sally will soon be the concern of the entire nation. Already they are heard nightly on stations as far flung as Honolulu, Vancouver, B. C.; Halifax, N. S., and Miami, Florida.

On the Pacific Coast they are heard daily except Sunday over fourteen stations. The Raybestos Company, makers of Raybestos Brake Lining, sponsors Cecil and Sally over KPO, 9 p.m.; KFWB, 7 p.m.; KGW, 10 p.m.; KXA, 9 p.m.; KHQ, 3:15 p.m., and CKWX, 7:30 p.m. Other Pacific Coast stations on which they appear daily are KVOS, 7:45 p.m.; KGIR, 7 p.m.; KTAR, 9 p.m.; KXRO, 7:15 p.m.; KFBB, 7 p.m.; KFEL, 6:15 p.m.; CJCJ, 6:45 p.m., and KORE, 10:45 a.m.

# Personal Pickups By GYPSY



**L. J. M., PORTLAND, ORE.**—Sorry you had to wait, but letters to this department must be answered in turn. Myron Niesley (NBC) is 6 feet tall, weighs 175 pounds, has blue eyes, light hair, wonderfully even, strong white teeth and a whole-hearted smile.

He is 29 years old, radiates health and cleanliness, goes bare-headed, is a golf addict, always has his hair neatly brushed, his shoes newly polished and is utterly without pose. Married less than a year. His picture appears in this issue of **BROADCAST WEEKLY**.

**KIKI, HANFORD, CAL.**—Lou Estee of KTAB is married to William Joseph Estee. Barney Lewis of the same station is a very poor correspondent or perhaps he objects to giving this information. The Three "Dainty Misses" at KFRC are Nina Freitas, Dolores and Daphne Pavon. "Pedro" is not married. No, he was not a member of the Wilbur Cushman Players.

**J. A. K., SACRAMENTO, CAL.**—Dorothy Lewis is stunningly attractive, smart, capable, adventurous. She is 5 feet 9 inches tall, weighs 145 pounds, has wide, violet-gray eyes and dark brown hair. She loves horseback riding and thinks nothing of driving her car from San Francisco to her home in Portland on hurried week-end visits. Her radio activities before her present connection at KPO were with stations KGW, KOMO and on the ABC chain.

**JUNE M., RENO, NEV.**—Irving Kennedy is not married. He was in the midst of an elaborate recital dealing with the tenderness of his innocent, youthful heart, telling me how painfully "bashful" he was and all that—you know, when along came a girl who had known him "when." Up she marched to relieve my awed expression and to add to his distress with a straight from the shoulder denouncement. She said he was as false as a villain's mustache, a fraud if ever there was one and bashful . . . bah! Cautious was the word. A cautious, canny scot. (Oh Irving, how could you?)

**LILLIAN C., GILROY, CAL.**—Leigh Harline (KHJ) is the youngest in a family of thirteen children and was born in Salt Lake City, where he studied music with Spence Cornwall, enrolled in the University of Utah and became a Beta Theta Pi. He has blue eyes, blond hair, weighs about 145 pounds, is 5 feet 10 inches tall and is in his twenties. Mrs. Harline formerly attended the University of California, Southern Branch. She says she has not gone in for professionalism in any form although her interest in music is intensely keen. (Looking after a popular, blond organist is quite enough work for any woman.) No, the Harlines are not contemplating leaving Los Angeles, according to Mrs. Harline.

**L. M., SAN ANSELMO, CAL.**—George Rand, who plays Abner Slocum in the "Memory Lane" broadcasts, is about 40 years old. He was born in the state of Wisconsin, spent his boyhood in California, fell in love with the theater at the age of fifteen, knew he would never be happy without it and immediately set about making a name for himself in the dramatic world. Knowing what he wants seems to be Mr. Rand's chief characteristic. He does not compromise with substitutes or detours, even though he does look the dreamer at a casual glance. He is 5 feet 10 inches tall, weighs 160 pounds, has brown eyes, much brown hair, dislikes small talk, enjoys gardening and smokes a pipe. More next time.

**R. M., MONTEREY, CAL.**—Walter Bunker is a sun-burned blond with gray-green eyes. He is 5 feet 8½ inches in height, weighs 165 pounds and is 29 years old. Enjoys sports of all kinds, played football at Oakland Tech., later learned about surf boards in Hawaii, is an actor and singer as well as an announcer and can and does express all the emotions on the calendar from horror to delight in the simple phrase "Quite alright." You'd adore it. Not married, Marie. It's "quite alright" to write.

**R. C., MONTEREY, CAL.**—The gentleman who announces the "Home-Sweet-Home" programs on KFRC is J. Paul Miller, a San Francisco attorney. The only suggestion I can offer whereby you might obtain autographed photographs of your favorites is that you write them personally. Thank you kindly for the picture inclosed with your letter.