



Now something extra has been added to SWP House Paint!

1 EXTRA YEAR OF BEAUTY



Makes your house look New... Longer!

A famous value for over 80 years... Sherwin-Williams SWP House Paint now gives this big extra bonus—beauty that lasts a full year longer than before! In its whiter whites—or in its brighter, more beautiful colors—today, more than ever, SWP gives you the *most value* for your house paint money!

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| <p>1. HONEST-FILM-THICKNESS! No deep brush marks... no weak spots in SWP's film!</p> <p>2. QUICKER-DRYING! This new SWP dries before heavy dust can collect!</p> | <p>3. SMOOTHER SURFACE! SWP's smoother, glossier surface doesn't grip dirt!</p> <p>4. SELF-CLEANSING! Rain and sunshine keep SWP bright and clean!</p> | <p>5. WHITER! BRIGHTER! Whiter whites... brighter, more beautiful colors!</p> |
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Daily Palo Alto Times

SEP 9, 1949 P13

...flying experiences, Captain Campbell said.

Campbell himself spent all his spare money on model planes and his spare time at airfield. In college and high school he took up mechanical and mathematical courses, but still had not been able to wangle his first flight in an airplane.

He was graduated from the University of Southern California during the depression years when money was scarce and flying lessons took cash. The only course open to him then was to win an appointment as an aviation cadet with the army or navy flying corps.

Campbell began to spend all his spare time at a near-by naval reserve flying field trying to muster through his application for pilot training. During his time there, he struck up an acquaintance with a young pilot who had also attended the University of Southern California. One day the pilot asked Campbell if he wanted to go up on a flight with him.

By a strange coincidence, the pilot who gave him his first flight is Campbell's boss today. His name is Gordon F. Maxwell, operations manager. Campbell remembers that flight as his most exciting experience in an airplane.

He finally made it, and entered the navy flying school at Pensacola, Fla. Since beginning his flight training and during his years with PAA Campbell has accumulated 11,000 hours at the controls. He has been qualified to operate 11 different types of airplanes.

Campbell has been chief pilot for the Pacific-Alaska division since 1946 and has thoroughly indoctrinated his pilots with the belief that working for an airline as a pilot is not a job, but a crusade. He knows that the memory of many people goes back as far as the days when anyone brave enough to get into an airplane was considered a