

Aviation Beckons New Enthusiasts Following 34 Years of Pioneering

**Chicago Display to Show
How New Planes Run
'Like an Auto'**

By JOSEPH W. LABINE

A great silver bird drones through the skies. Looking upward, we can hardly believe that the history of this graceful creature encompasses less than half a lifetime. Only 34 years ago at wind-swept Kill Devil Hill, North Carolina, Wilbur and Orville Wright first raised their patchwork "flying machine" into the air.

Few people notice the 60-foot granite shaft that now marks the site of this historic flight, but equally few are the people who remain unconscious of aviation's growing place in our national—aye, international—life. The year 1937 was so important to aviation, and 1938 promises to be so much more so, that Chicago is fittingly staging its first great International Air exposition January 28 to February 6.

Into the vast International amphitheater at the stockyards, site of the annual International Livestock show, will be packed the airplanes and equipment that have made recent aviation history, together with those whose epochal achievements are still in the future. The visitor with an adventurous glint in his eye will be unable to view this imposing array of speed and power without reflecting on America's aerial progress.

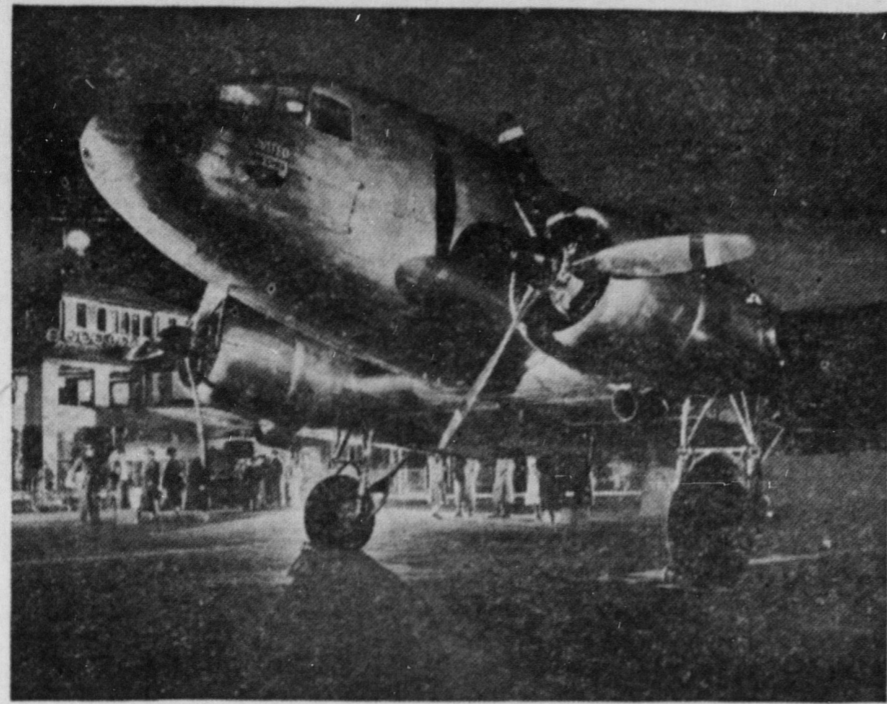
The Oceanic Future.

He will think first, probably, of the transoceanic possibilities of aviation, a field first brought into the public eye by Chairman Joseph P. Kennedy of the United States maritime commission. In November this far-sighted official suggested that American steamship companies add flying boats to their fleets and warned that not to do so "might prove quite short-sighted."

Mr. Kennedy is right, because regular scheduled air service between London and New York will probably start this year. Within three years a fleet of huge transports capable of carrying 100 passengers from New York to Europe will be in service.

So much for ocean aircraft. On land, commercial aviation has taken on so many rapid strides that many cities are finding their airport facilities crowded. Chicago, Washington, Los Angeles and New York are a few of the centers forced to expand their landing space to accommodate the larger craft.

America's fighting air force is now the best in the world, equipped with four new types of war craft including the XB-15, called the world's biggest bomber. It also has the "Aircuda," a new fighting ship believed the only plane capable of downing the super-bomber single handed. In the pursuit field the new Seversky is the fastest combat plane in the world. The army's other important advance has been



Exterior of the Douglas sleeper to be shown at the International air show jointly by American Airlines, United Airlines, Pan-American Airways and TWA.

first cars were simply horseless carriages, the whole purpose being a motor that would propel a buggy by the explosions of a gasoline engine. The modern automobile body and comfort came later.

Similarly, the first airplanes were simply aimed to defy gravitation and fly. Later man set about to make flying simple, comfortable and safe. The Chicago show will illustrate completely and fundamentally how well he has succeeded.

To begin with, man now does his flying indoors. Just as the "open car" has almost disappeared from the automobile trade, so have cabins become almost universal in the airplane industry. Even the lowest-priced craft now have such refinements as upholstery and heaters.

Since aviation enthusiasts want to operate their own ships, flying is being simplified to the "nth" degree. And since most Americans know how to operate an automobile, the trend is to make airplanes as much like motor cars as possible. Instead of sitting in front of the pilot as in the early planes, the modern passenger sits beside his driver as in a coupe. And conversation is easy as it is cheap.

Controls Simplified.

The parallel continues in the controls. Many new planes now have steering wheels and at least one manufacturer has placed the gas control on a foot pedal like an automobile accelerator.

Another device, not entirely new but made standard or optional equipment on many more planes in 1938, is the tricycle landing gear. This device, with the standard two wheels supplemented by a third forward wheel, permits the plane to move forward on the ground in the natural level position of an automobile until it has attained enough speed for the takeoff.

And, although the mechanism still compares with that of the automobile, there are some new planes on which automobile tires have been replaced with web feet! The reference is to seaplanes and amphibious ships, rapidly growing in popularity among private pilots.



One of the "parallels" between automobile and airplane is illustrated in the tricycle landing gear which features the 1938 Gwinn Aircar.

with ships capable of fighting at great altitudes, in the sub-stratosphere.

But the big future field of American aviation—the field to be stressed at Chicago's air show—will be private planes for the butcher, baker and banker. The airplane is undeniably becoming more and more like an automobile!

It is as comfortable, as easy to drive and as safe as the streamlined model produced by your favorite automobile manufacturer. And the airplane is now used by about 10,000 private owners and operators, having gone through all the early growing pains that also characterized the "primitive" automobile.

Examining the "Parallel."

There's a striking parallel between the development of private airplanes and automobiles. The

amphibious plane, the remote attractive lake or stream is but an hour or two away.

How to Hunt Coyotes!

These private craft have very practicable uses, too. In North Dakota a rancher found his plane invaluable in ridding his property of coyotes, which thrive in that locality and are a constant menace to sheep and young livestock. Armed with a shotgun, he killed scores of the marauders from the air.

Another private pilot took his seaplane on his trip to the North Cape last summer and used it to explore the famous Norwegian fjords. He had a view of that wonderful scenery from points inaccessible to any steamer.

But the greatest number of ships are used for the personal pleasure of their owners or to earn a livelihood in transporting men and goods



A. S. Aslakson, sheep rancher of Sheyenne, N. D., carries a shotgun in his plane and wages relentless war from the air on coyotes which raid his flocks.

for hire, in sightseeing flights and in the important work of training more flyers.

Another important market is the corporate field, where large business firms are finding it both convenient and economical to own their own ships. Thus busy executives can arrange their own timetables on long trips. Craft used in this service range from modest two or four passenger jobs to full-size airliners with specially constructed bodies, allowing conference and work rooms for executives while they are in the air.

These are among the more prominent phases of this phenomenal industry to be explained at the Chicago show.

Airlines Participate.

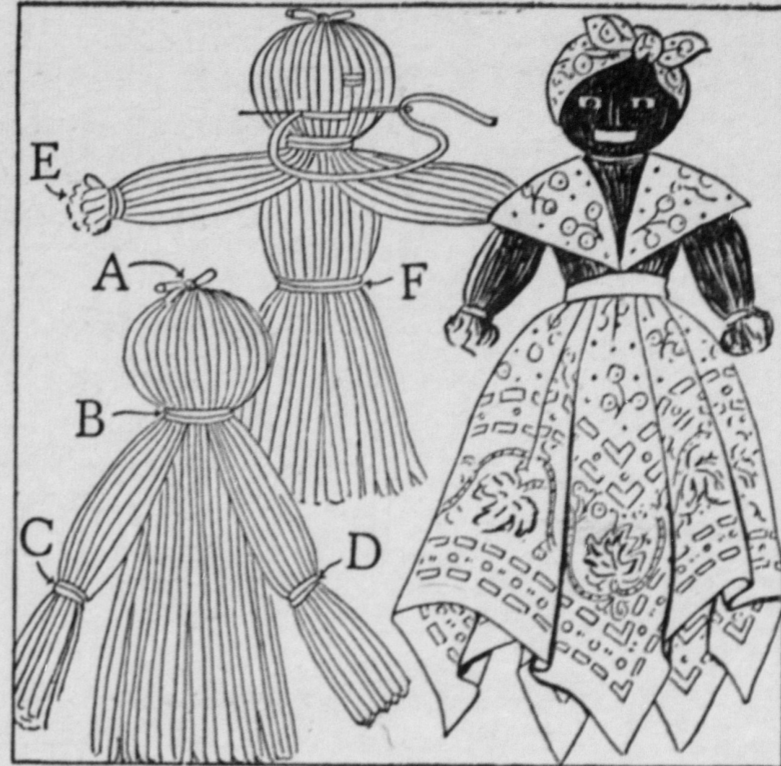
Four lines—American, United, TWA and Pan-American—are cooperating in the exhibition of a giant Douglas transport sleeper. Specially constructed cat-walks will enable visitors to examine the big ship inside and out at close range. In addition, individual airlines are exhibiting equipment promoting safety and regularity of air transport.

A large section of the exhibition floor will hold government aerial displays. The army is sending a P-36 pursuit ship, the navy will send a Grumman bomber and the coast guard will show how it saves lives at sea through aerial work. The bureau of air commerce has prepared special safety exhibits. The Langley field wind-tunnel and spinning tunnel will be shown in miniature.

These are the things that Orville Wright (Wilbur died in 1912) has lived to see develop from the crude—though scientific—beginning at Kitty Hawk. A fitting addition to the imposing list of exhibits at the Chicago exhibition would be the historic craft that started a transportation revolution on December 17, 1903. Strange, indeed, is the fact that this plane instead rests in South Kensington museum at London, sent away from the land of its creation and achievement through a tiff with officials of the Smithsonian institution at Washington.

HOW TO SEW

by Ruth Wyeth Spears



IF YOU want to make a very big doll, use two hanks of yarn and the biggest red bandanna handkerchief you can find. Smaller dolls made from one hank and a medium size handkerchief are also attractive.

Tie the hank at the top as at A, then cut it across the bottom. Make the head by tying the yarn in as at B, then separate part of the strands at the sides and bind them together to make the arms as at C and D. Cut these strands off as at E to make the hands. Bind the rest of the yarn around as at F to define the waistline. Thread a large needle with white darning cotton and make the mouth and eyes with several stitches made as shown here. Sew small black buttons or beads in the middle of the eyes.

Cut a square out of the center of the handkerchief. The square piece you cut out should be big enough so it may be cut through the center from corner to corner to make two triangles—one to be used for the head kerchief for the

doll and one for the three cornered shoulder kerchief. When this is done, gather around the square hole in the center of the bandanna and draw up the gathering thread to make the full top of the skirt.

Every Homemaker should have a copy of Mrs. Spears' new book, SEWING. Forty-eight pages of step-by-step directions for making slipcovers and dressing tables restoring and upholstering chairs, couches; making curtains for every type of room and purpose. Making lampshades, rugs, ottomans and other useful articles for the home. Readers wishing a copy should send name and address, enclosing 25 cents, to Mrs. Spears, 210 South Desplaines St., Chicago, Illinois.



Uncle Phil Says:

An Account They Cherish

As soon as a friendship is formed the parties to it open an account of favors and obligations.

Would you rather have a man tell you his troubles than to brag? People who shout boastfully and ceaselessly for "somebody to do something" often get the wrong thing done.

If He Agrees with Us

We like a man that comes right out and says what he thinks.

Most salutary thing one can do is to talk back to himself.

There are experiences that are useful; and others that leave a dent in your character.

Strange Facts

Caesar Played Football

IT WAS from the Greeks, without question, that the Romans adapted football. Under the Romans, football—or "harpastum" in Latin, became primarily a sport of the soldiers, serving admirably as a physical conditioner during the periods of peace between the campaigns of the Caesars.

The Roman legions, in their invasion of the British Isles, taught the Britons to play football. Football in England, by the Eleventh century, had taken some sort of form, with goals in use and with players permitted only to kick the ball, not to carry or throw it. It was still played by masses of men. It was rough and rugged sport and its exponents sometimes stood in poor favor with the more staid citizens.

Football came under the wrath of a reigning monarch. King Henry II, alarmed because the boys were playing football instead of practicing with the bow and arrow, sternly abolished the game. The four succeeding kings followed his example and it was not until about 1600, with King James on the throne, that football was permitted again. Gunpowder had then taken the place of the bow and arrow. In 1681 Charles II formed a team and challenged the duke of Albemarle to a game. The sport then spread to the English schools. Its development thereafter was unhampered and rapid. In the main it took the form of what we know today as soccer, or association football, which allows only kicking the ball or butting it with the head.

Answers to the Mistake-O-Graph

1. Picture on wall is labeled clock.
2. "Jewelry" misspelled.
3. Customer has one white shoe and one black shoe.
4. Ring in show window is too large for a baby.
5. Clock labeled "perfect running condition" has no parts.
6. Cuckoo bird has flown from the clock.
7. One of weights is hanging in mid-air.
8. Wristwatch strap on wall is too long.
9. Coal is for sale in showcase.
10. Clerk is offering burglar a better watch.
11. Pendulum clock is advertised as an electric clock.
12. Lamp shade is below light bulbs.
13. Cigar lighter is all out of proportion.
14. Animal clock is labeled "For your watch pocket."
15. Lettering on window should be reversed.
16. Counter has but one leg.

Aid in Battle

Kind looks, kind words, kind acts, and warm handshakes—these are secondary means of grace when men are in trouble, and are fighting their unseen battles.—John Hall.

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PEPSODENT Tooth Paste and Powder Alone Contain
This Thrilling New Luster Discovery

What a thrill... To see your own smile reveal teeth that flash and sparkle with all their glorious natural luster! Use this modernized dentifrice twice every day—and see how quickly your smile glens and gleams as it naturally should! You see, that's "The Miracle of Irium!"... And Pepsodent containing Irium is Safe! Contains NO GRIT, NO PUMICE, NO BLEACH. It reveals dazzling natural luster in record time! See how Pepsodent containing Irium shows up any other dentifrice on the market—BAR NONE! Try it and see!



Mistake-O-Graph



We have read many and various descriptions of jewelry stores, and so to clear the matter up, once and for all, our artist went out and sketched one. Above you will find the result of his efforts, and so far we can see sixteen mistakes. Can you find them? The answers will be found above.