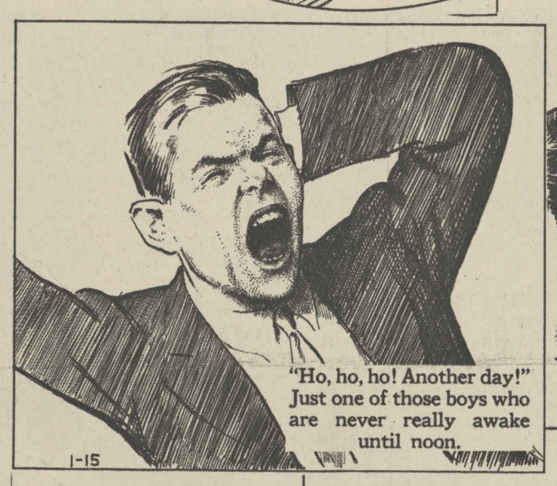
BREAKFAST TABLE FACE

By W. E. Hill

The haggard girl who has such interesting nights, and gives every detail at the breakfast table. Didn't sleep a wink till around 5 o'clock (thinks it must have been the after-dinner coffee) and then dozed. Had such a strange dream about an Indian who hit her with a cake of soap. Does a lot of wondering about what she ate that did not SET WELL. Might have been the breaded veal cutlet or the roly poly pudding, etc.

He's pleasant enough until he opens the morning paper and then he goes into a tantrum over the news.

Schoolgirl's breakfast. Lenore went to the pictures last night when she ought to have prepared for her chemistry test, seeing that she got E minus on the last one. Has to memorize her notes at the breakfast table. (Lenore is trying to remember, without looking at the answer, whether H_2O is gas, water or oil.)



"Ho, ho, ho! Another day!" Just one of those boys who are never really awake until noon.

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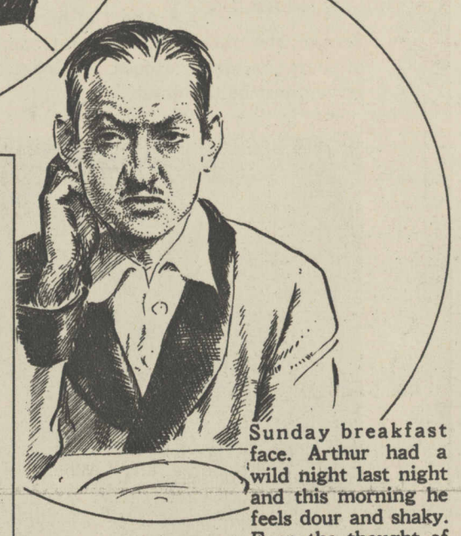


Sunday breakfast face. Arthur had a wild night last night and this morning he feels dour and shaky. Even the thought of food is terrible. A little black coffee, please.

Old crosspatch Mr. Bear hasn't a pleasant word for anybody early in the morning, and grunts when spoken to. After the third cup of coffee he mellows some.

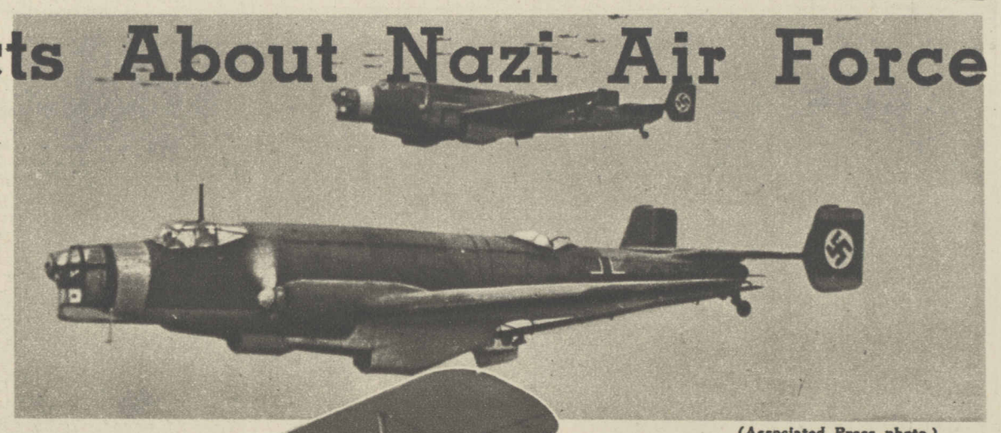
"We can't think of anything nice enough for your birthday, so Mary Rose and I are sending you a great big kiss because, after all, it isn't how much one spends, it's the thought that counts." (The girl who shares her mail at the breakfast table reads Robert's birthday letter.)

Perry is late again and bolts his breakfast. Has to talk with his mouth filled with toast, coffee, egg and bacon. His face is the type that this doesn't suit, somehow.

The Facts About Nazi Air Force

By WAYNE THOMIS

THE GERMAN air force—the war machine that won for Nazi leaders a free hand in Austria and Czecho-Slovakia—is probably the most modern in the world. It has none of the handicaps of most of the older air corps—chiefly those of having on hand large numbers of obsolete and obsolescent airplanes. Virtually every plane in the German force is what the United States army air corps calls a production airplane—a first-line fighting ship.



(Associated Press photo.)
A squadron of low-wing Junkers bombers.

German military seaplanes being groomed for test flights. (Acme photo.)

Official numbers of German military aircraft are not known. German magazines and newspapers are carefully edited to omit all this information, and Nazi officials speak only in the most general terms when referring to the Luftwaffe, or air units. It has been indicated by American aviation experts who returned to the United States after visits in Germany that the Nazi air units may be from three to four times as large as the United States army air corps. Guesses range from 4,500 to 6,000 first-line planes.

The production types of planes used for the air force are, however, pretty well known. The Germans, knowing that if they must produce large numbers of ships they will be forced to concentrate on a few standard machines, have been building chiefly bombers and single-seat fighters.

There are three kinds of bombers—the Dornier, the Heinkel, and the Junkers. All are twin-motored types capable of speeds up to 300 miles an hour. A Dornier bomber with two Daimler-Benz liquid-cooled engines, each delivering about 1,200 horsepower for takeoff, has been clocked at 320 miles an hour over a 62-mile course.

All three of the bombers have approximately the same range—about 1,900 miles with a ton and a half of bomb load. Both the Daimler-Benz and new Junkers liquid-cooled engines are used. The Junkers motors deliver between 600 and 1,100 horsepower each for takeoff. All the engines used in the air force are electric ignition motors, not Diesels. The Diesels are not flexible enough and do not develop enough power for their weight to justify them for military use, the Germans say.

It is known that large numbers of these types are still in production in German factories. One large division of the Heinkel works visited by American aircraft manufacturers was said to be tooled up to produce ten Heinkel bombers a day.

The bulk of the smaller ships in the air force are single-seat fighters of either the Heinkel or Messerschmidt designs. The Heinkel is the U-112 and the Messerschmidt is the Me-109. The Messerschmidt plant also is turning out a twin-engined fighter at this time. This newer type is supposed to do about 300 miles an hour carrying heavy armament and quick-firing cannon of large caliber.

Both the single-seaters are using the same motors found in the bombers. There are half a dozen versions of each, depending on the power of the engine used. Maximum speed for the Heinkel with a Daimler-Benz engine of about 1,300 horsepower is said to be 440 miles an hour. This statement was recently made by Dr. Ernst Heinkel himself during a lecture on his own planes. Ernst Udet, now a major general of the Luftwaffe and chief of the flight development section, recently flew a Heinkel single-seater for 62 miles at a ground speed of 393 miles an hour.

The present world's land plane speed record, however, is held by the Messerschmidt plane that flew an average speed of 379 miles an hour in half a dozen laps over a measured course. The Messerschmidt's speed was made both up and down wind and represents performance probably superior to the Heinkel. The speeds, however, are indicative of the superior quality of the German forces. No other air corps in the world has planes in quantity production at this time with speeds equal to these.

That statement includes our own air forces. We have two new pursuit planes, the P-37 and the P-40, with liquid-cooled Allison engines that are supposed to be extremely fast and maneuverable. The air corps refuses to give any official statement as to the performance of these experimental types of plane, but there are unofficial reports that one of these planes, with the motor developing about 2,000 horsepower, has exceeded 400 miles an hour.

(Associated Press photo.)
Heinkel single-seat fighter, one of the fastest military planes in the world.

There are, however, only three of the P-40s and only fourteen of the P-37s in existence. The reports from Germany are that there may be as many as several thousand of the Heinkel and Messerschmidt fighters now flying.

Organization of the German air forces is also modern. There are three main divisions—the force of pilots, the anti-aircraft artilery, and the observers.

According to German magazine stories, the pilots are divided into echelons, groups, and squadrons, and the pilots, according to individual abilities and choices, fly observation, combat (bombardment planes), and pursuit planes. Pilots are of all ranks, with a number of noncommissioned officers flying all types of equipment.

Only officers are selected as observers. The observation or reconnaisance plane serves tactical and combat divisions. Close-range observers, according to one German magazine, are charged with "inquiries and artillery observations of divisions, corps, and armies in battle." According to the article, German technique is for the observation plane to go out on its mission alone. The machine is armed with two guns firing forward and one to the rear, but is not comparable in speed or diving ability to the single-seat fighter.

The little fighters go out only in formations, according to the magazine. The requirements of their planes are swiftness, climbing ability, and capability of turning quickly. Most of the latest German planes, the article said, are equipped with 20-mm. cannon, firing through the propeller hub, and several machine guns.

KNOW YOUR HORSES

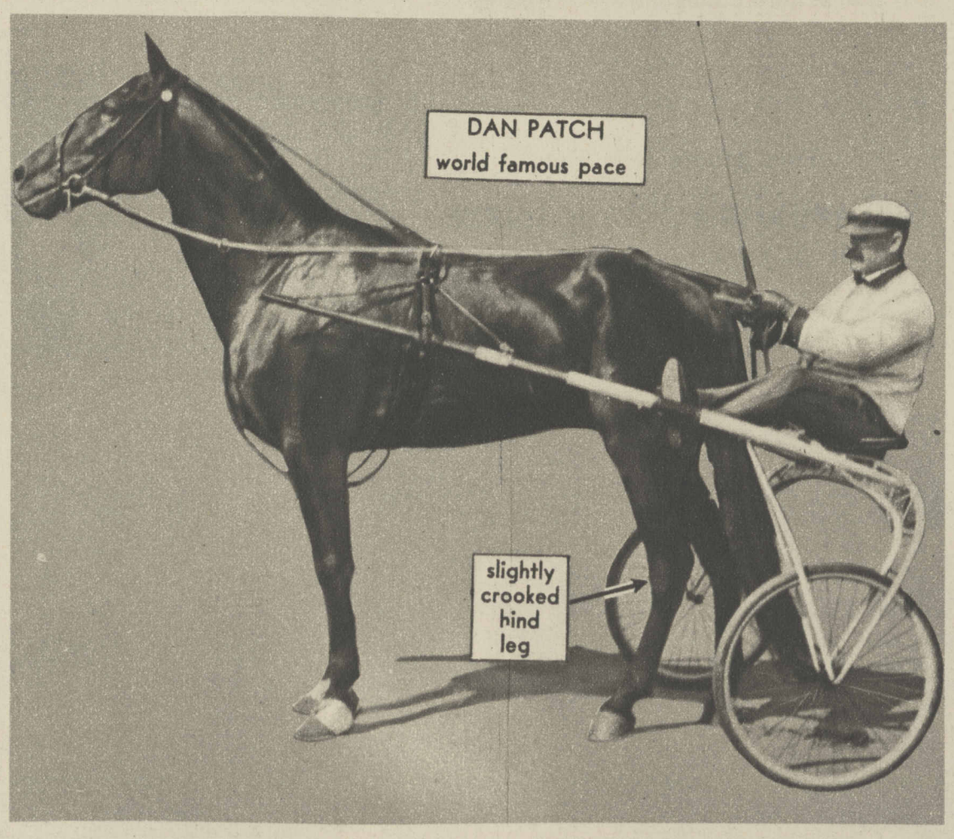
By CAPT. MAXWELL M. CORPENING

THE PACER Who doesn't remember Dan Patch, that grand old king of the pacing fraternity? Back in 1906 he knocked off a mile in 1:55—and the record still stands. Pacers, it seems, are always with us. In any group of horses the mixed gaits are inevitably turning up. The amble of the historic riding palfry in medieval times comes right on down to the side-wheel gait found on American soil today.

From time to time pacers have been imported from Canada, where early families were founded. These horses have been for the most part swallowed up in the whirlpool of American harness racers, Canadian stock being more inclined to saddle ways.

At one period in the development of pacers toward speed a distinctive conformation was claimed by enthusiasts as the ideal type. Instead of the straight hind legs admired so much in thoroughbreds, the pacer boasted a crooked one, and an unsightly, exaggerated, drooping rump. Dan Patch, however, didn't have these qualities—or drawbacks—to any significant extent.

Much interbreeding with other fast horses now seems to have rendered the gaits somewhat interchangeable. Today it is hard to predict whether a foal will trot or pace. (As explained in an earlier article, the trot is an alternate placing of right hind and left front, left hind and right front, while the pace is a placing of right hind and front, then left hind and front.) In fact, the mere shift of the check a hole or two, or the addition or removal of an ounce or two of shoe weight, will convert many pacers to trotters and vice versa. The great triumph of the American harness breeders lies in the fact that within a century they have produced trotters and pacers only a little slower than the runners.



Next Sunday—The Half-Bred.