

DRESS SALE

By W. E. Hill

Copyright, 1938, by Chicago Tribune-N. Y. News Syndicate, Inc.



"Mother, please let me have red! Boys never remember a girl at a dance if she wears pink or blue."



Edna and Ida are great pals. They are of the same sorority in high school, their favorite color is green, and they both hate vanilla ice cream. They try to dress as twins, which isn't easy to do, as Edna wears misses' 16 and Ida a large 38. They are hunting for something real cute at the dress sale.

Miss Witte is one of those stout salesladies who are so useful in the department. Some one is always holding a dress across her saying: "See, she's size 42 and this fits her all right, so it will fit you, modom!"



Two salesladies for one customer means trouble ahead. Miss Mold saw Mrs. Timbey first, but Miss Maguire has waited on her before and thinks Miss Mold should retire. There will be harsh words in the wash room later on.



This customer is just looking. Wants to see how everything is made, etc.



This lovely shopper is hanging on to a few cute models till her friend arrives. Then they will try them on and decide not to get anything till they've looked elsewhere.

Miss Rodebeck is making believe she is conspiring with the floor manager about putting a rush order through so the customer will get it by Tuesday.



Husband trying to look at ease while the little wife is busy in the fitting room. The saleslady sat him in a chair and told him to make himself at home. But he isn't. Has just been mistaken for the floorwalker by a shopper who wants to be directed to the 79c slips as advertised.

The Plane That Doesn't Stall or Spin

By WAYNE THOMIS

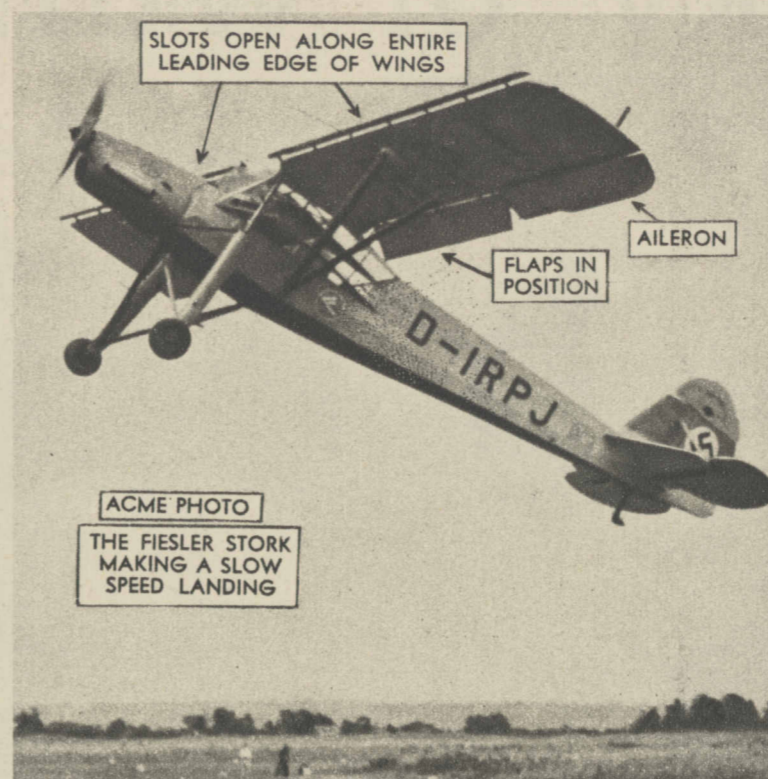
FOR YEARS airplane designers have known of devices that can be used to make airplanes safe. Such devices—slots, flaps, etc.—enable airplanes to be flown slowly in the air and landed at low forward speeds in small areas. And most of all these devices prevent spins—the root of most airplane accidents even today.

However, the engineers have been more concerned with developing high speed. Now at last, from Germany, comes an airplane that is a perfect example of what can be done if all the aeronautical knowledge available today is used to create a really safe, slow-flying craft.

This plane is the Fieseler Storch—or Stork. It was designed in 1937 by the great German war ace and acrobatic flyer, Herr Gerhard Fieseler. Its first public demonstration was at the 1937 international flying meeting at Zurich, Switzerland. Fieseler has now sent one of these machines to the United States for an exhibition tour.

The ship is a three-seater high-wing cabin monoplane with a 240-horsepower Argus inverted V-8 engine. Superficially it resembles the old Curtiss Robin type "crate" that Corrigan flew across the Atlantic.

Resemblance ends with the outline of the ship. Along the entire span of the Storch automatic slots are fitted. These are



ACME PHOTO THE FIESLER STORK MAKING A SLOW SPEED LANDING

false leading edges that snap outward about three inches ahead of the wing and create a passageway through which flows air that must pass over the wing. The slots cause the flow to remain smooth even when the machine has its nose pulled up steeply as it sinks toward the ground.

An airplane not fitted with slots and put into this position would stall; then it would begin a twisting spin toward the earth. This doesn't happen with the Storch.

The entire trailing edge of the

Storch wing is hinged. The outer portions of this hinged area are the ailerons, or control surfaces used to keep the wings level and to aid the machine in turning. The inner portions are flaps that change the camber of the wing, add to its lift, and increase by a large percentage the total drag.

The flaps have the effect of increasing the angle of glide—making it steep, so that the plane can land short over trees or other obstructions—without increasing the forward speed of the descent. Most modern airplanes are fitted now with flaps,

but virtually none of them have slots.

To descend the pilot closes the throttle of his engine, pulls up his nose until the slots open. Then he lowers his flaps and descends like a balloon or autogiro in what seems to be a stalled and dangerous nose-high position. The plane is traveling at 23 miles an hour forward and descending at about 500 feet a minute.

It can be squashed all the way into the ground in this position, or it can be straightened out to make a thoroughly normal landing.

The airplane's takeoff is equally remarkable. With the slots open and the flaps partially dropped the plane rolls 25 yards and then is hauled up on its tail. The engine labors, but the airplane hangs in the air, clawing its way up in a near-vertical climb of better than 1,000 feet a minute.

The machine has a wing span of 46 feet 9 inches, a fuselage length of 31 feet 11 inches, and stands 12 feet 4 inches high. It weighs 1,870 pounds empty and carries a total load of 770 pounds.

Its official performance follows: Top speed with slots closed, 130.4 miles an hour; cruises at 114.8 miles an hour; lands at 23.6 miles an hour in no wind; rate of climb, 1,141 feet the first minute, from sea level. It climbs into the air after a run of 23 yards. It rolls to a stop after a landing run of 49 yards.

(ADVERTISEMENT)



CAMERALOG

CAMERA FACES STAR. Bette Davis, star of the forthcoming Warner Brothers' production, "The Sisters," and her director, Anatole Litvak (right), pause on the set to examine the unique camera equipment recently used on Hollywood lots by Frank Moore of the Chicago Tribune color photo staff.

(ADVERTISEMENT)



CAMPAIGN IN COLOR. R. R. Howard (center), pres., and W. T. Meyers (left), gen. mgr., RCA Victor Distributing Corp., meet with E. C. Tukey, Chicago Tribune advertising staff, for discussion of merchandising of campaign of full pages in newspaper color and coloroto scheduled for appearance in the Sunday Tribune.



PLAN LOTION DRIVE. John W. McPherrin (right), sales mgr., the Velure division of Bauer & Black, confers with A. H. R. Barker, Chicago Tribune advertising staff, on plans for the Velure fall and winter advertising campaign scheduled for early appearance in the Sunday Tribune Graphic section.



COLOROTO PAGE SHAPES UP. R. A. Eastman (right), Tribune roto etching dept., shows L. W. Porges, Chicago mgr., U. S. Shoe Corp., the first of four color films made before etching a full page coloroto advertisement featuring Red Cross shoes. In Chicago U. S. Shoe advertising appears exclusively in the Sunday Tribune.

FOR GREATER SALES IN CHICAGO, USE THE CHICAGO TRIBUNE