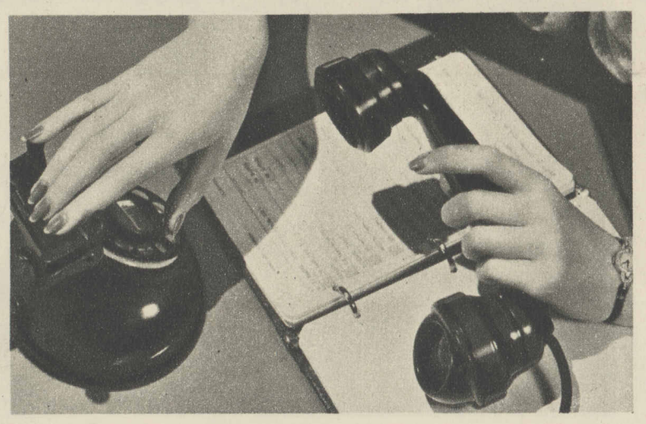
Hands Have Personality

Above:
THE PATRICIAN HAND.

At left:
THE ARTISTIC HAND.



Below:
THE EXECUTIVE HAND.

Five Types: Which Is Yours?

By ANTOINETTE DONNELLY

ARE YOU one of those rare women who can resist having her palm read? You're a wonder, if so. Anyway, we thought you might like to have your hand read for you. Not your palm this time. Want to hear in which of five groups your hand is included? One expert thinks 95 per cent of women's hands are included in this grouping. The other 5 per cent are composite types.

The "exotic" hand is an exceeding slender one, thin at the wrists, with narrow nails growing out to incredible points. A long, exaggerated point makes this nail more exciting looking. Keeping a narrow line of white between the polish and the cuticle all around this nail is a stunt which gives greater apparent slenderness. This is a hand on which to try any startling polish —a brilliant crimson or purple.

The "executive" hand is the hand of a woman accustomed to direct affairs and people. There are firm fingers, usually with squarish nails. The nail should be kept short, with exquisitely rounded tip, an average moon. A delicate rose polish suits these nails, or any lighter shade.

The "patrician" hand is a lovely hand, a lady's hand, slender, finely molded, with naturally tapering nails. Polish is best applied to this hand following the natural moon of the nail. A tip that duplicates this line is a subtle means of creating a pleasing effect without making it too dramatic. The dust shades of polish are charming on these nails, a tender mauve, a softened pink. Occasionally a light, true red, if the skin is white.

THE CREATIVE HAND.

The "creative" hand is the hand that works with things, whether it is with clay or piano keys, dishes or housework, or needle and thread. The fingers are short, definite, usually thick at the base; the nails are wide, and they must be kept short for efficiency's sake. No moons at all on these, and the polish carried to the tips to give as much impression of natural length as possible. Use conservative polish on these nails.

The "artistic" hand is an intriguing one. The fingers taper and the nails are narrowed to long ovals. Polish out to the tips is suggested, narrow moons for an accent, or no moon at all, to create added length. The most dramatic polish shades belong by right to these nails. Try a startling pink, a wine tone, a red like a danger signal.

You can judge from the above that hands now are being asked to take on more personality.

THE EXOTIC HAND.

The Light Plane That Flew 15 Days

By WAYNE THOMIS

ON AUG. 6 Hunter and Humphrey Moody of Decatur, Ill., landed at Springfield airport with a new record for endurance flying in a light airplane. The brothers had remained aloft 343 hours 46 minutes in their Taylorcraft monoplane with its 50-horsepower Lycoming motor.

The achievement represents a remarkable bit of preparation and flying by the brothers, and it is an even greater achievement for the aviation industry at large. For the airplane and motor that stood up to the beating taken by such a long period of steady running in all conditions of temperature and humidity were of the so-called flivver class.

Ten years ago such flying would have been considered miraculous. At that time, in larger, heavier airplanes with motors of more than four times the power, airmen were putting up similar records of endurance. The flight demonstrates the enormous progress made in one decade.

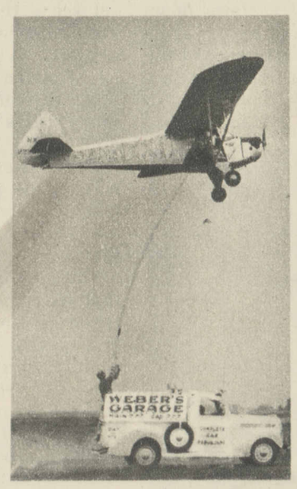
A number of special preparations were made for the effort. After looking over the Aeronca, the Piper Cub, and the Taylorcraft airplanes, the brothers went to the Taylor-Young Aircraft company plant at Alliance, O., and had special fuel tanks put into the wings of an otherwise standard plane. Each of the wing tanks held two gallons. These, with the regular twelve-gallon tank in the fuselage, gave a total of sixteen gallons for maximum capacity.

The plane was equipped with a metal tab on one of the flippers. This could be adjusted on the ground so that hands-off flight might be obtained. In addition there was the usual Taylorcraft separate tab, adjustable in the air.

The usual upholstery was removed and only one set of controls installed. The side-by-side seat back was arranged so that the back on the right-hand seat could fold backward into the fuselage, thus providing space for a pallet which was the bed for the brothers for fifteen days.

The tail skid — weight some nine pounds—was removed. A complete set of blind flying instruments and a compass, and a thermocouple to tell the brothers how hot their cylinder heads were running, were fitted to the instrument panel. An aviation beacon receiver and a commercial transmitter and receiver were installed, with batteries and generator. The generator was taken from a Chevrolet automobile and equipped with an 18-inch wind-driven propeller.

Leroy Murphy, expert mechanic from Springfield airport,



Fueling contact during endurance flight.

helped them install another wind-driven device, a fuel pump, that was a great help, since it relieved them of all effort in transferring fuel from one tank to another. A system of valves allowed them to direct fuel from the pump to either wing tank or to the main tank.

Finally Murphy, whose work the brothers say was highly important to the success of their efforts, installed an automatic "top oiler." This supplied light oil to the cylinder heads, valves, and guides. An earlier attempt to set a new endurance record failed because of a stuck valve, and the brothers worked out the top oiler to prevent repetition of this trouble.

The engine was a standard Lycoming motor. They said they operated the Lycoming at 2,200 r.p.m. throughout the flight —virtually at full throttle—and declared it never stuttered once and never began consuming oil —sure sign of wear in any internal combustion motor.

Once they got into the air, they found their trimming system worked perfectly and they were able to control the plane without effort under all varying conditions of load. They flew it consistently at 70 miles an hour while cruising and dropped down to 55-60 while making contact with their ground crews.

Fuel was taken aboard by rope from a speeding car. They wrapped a stout hemp rope with lead foil at its lower end and attached a snap hook. They also prepared a group of gallon cans with wire bails.

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The airplane then was flown down over the airport and a motor truck driven beneath. The rope was lowered from the ship and a can attached by snapping the bail to the hook. It was then pulled into the plane. When emptied into the main tank the cans were dropped on parachutes for use a second time.

This practice gave the flyers their most hazardous moment. One evening while dropping cans a strong gust caught one of the parachutes and hooked it over wires supporting the vertical fin. The parachute bellied out in the breeze and almost brought the airplane to a halt.

Hunter was flying the ship, with Humphrey, the younger of the two brothers, handling the refueling contact. Hunter opened the throttle wide and put the nose down. The air speed fell off to 50 miles an hour and the ship started to mush.

They roared along, banking to miss trees, while Humphrey jerked at the stabilizer wires to try to free the 'chute. They were just about to mush into a cornfield when the 'chute dropped away and they picked up speed.

Food, water, and oil were picked up with the weighted rope also. Every twelve hours the oil in the motor was changed. A can of fresh oil was put into a special container on the ground and internal air pressure of 40 to 60 pounds was pumped into the can. Then the can was hoisted into the plane.

The brothers had worked out a method of opening the oil cock and draining the engine while it was throttled back and they were in a glide. All the old oil drained out in a few seconds and the cock was closed.

Then, before the throttle was opened, the special can was screwed into a special fitting at the rear of the motor crankcase. A cock on the can was opened and the air pressure in the can then blew the oil into the engine in the wink of an eye. The throttle then would be opened and the flight continued.

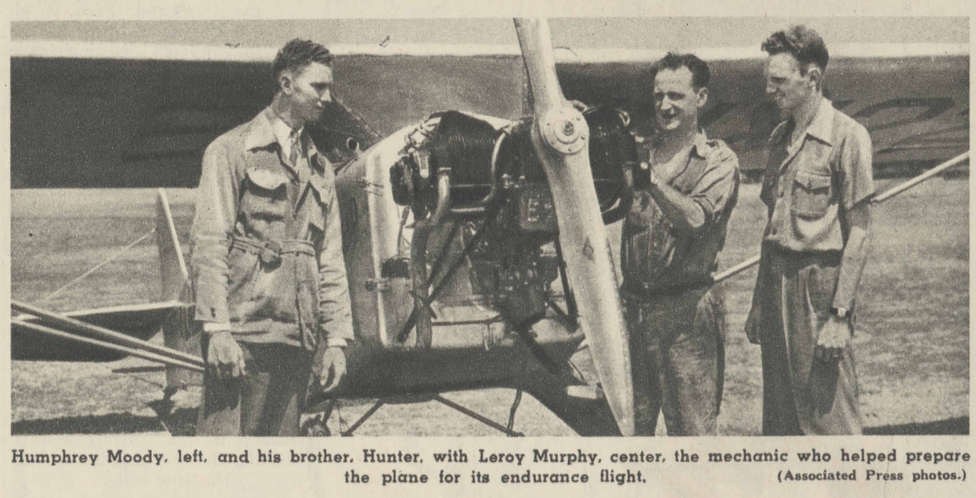
The spark plugs were not touched on this flight. With larger motors in the past it has been possible to change plugs in flight. With the light plane and motor the brothers were unable to touch the plugs. They had anticipated trouble, but the plugs were firing as regularly at the end as at the beginning. They used clear fuel of 73 octane throughout the flight.

Flying was not monotonous, they both insisted. There were so many things to do—transferring fuel, changing oil twice each twenty-four hours, making ground contacts, eating and sleeping—that the time passed quickly, they said.

The commercial transmitter and receiver were taken aboard so they could make four broadcasts a day from the air over commercial stations at Springfield. This got to be so tiring that they cut the broadcasts down to twice daily toward the end of the flight.

They said that they did little sleeping for the first couple of days in the air, but after that they slept regularly. About four hours at a stretch were their longest naps, because their fuel consumption was such that it was necessary to make contact for fuel about four times each twenty-four hours. Nevertheless, they said, they were not fatigued even at the end.

The first reaction was one of weakness, for they had not used their legs for two weeks. As soon as that passed they felt entirely normal, they said. After a night's sleep they began working on their plane—replacing the tail wheel and making adjustments preparatory to a flight to Chicago. Their endurance motor was turned in at the Lycoming factory without further adjustments for study by the Lycoming engineers.



Humphrey Moody, left, and his brother, Hunter, with Leroy Murphy, center, the mechanic who helped prepare the plane for its endurance flight. (Associated Press photos.)