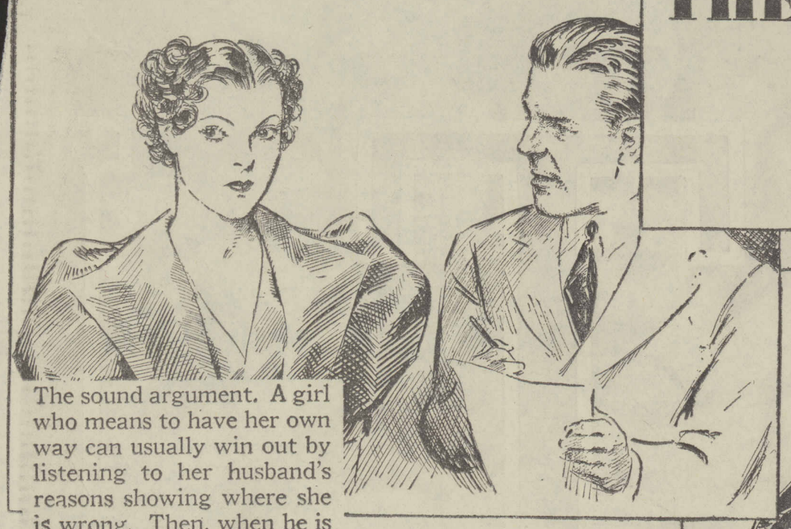
THEY GET WHAT THEY WANT

By W. E. Hill



The sound argument. A girl who means to have her own way can usually win out by listening to her husband's reasons showing where she is wrong. Then, when he is all talked out, she could come out with some irrelevant statement showing that she hasn't got the point at all. He will murmur, "Oh, what's the use!" and let her alone, nine times out of ten.

The sick headache. Very effective for making a restive youth toe the mark. "Look here, son," dad will say, "your mother's worried sick over your going out this evening. Better phone and say you can't make it." Which son does, and then the sick headache will vanish.

"She'll be ill, Edwin, if she doesn't stop!" The hysteria accompanied by sobs and reproaches. A big flood of tears powerfully staged, and a girl can get almost anything out of her parents. Even though they have to mortgage the old homestead, or the co-operative apartment, which is harder.

Physical violence. This girl has a temper. But do her justice—it never comes to light as long as she has her own way. When crossed, she thinks nothing of hurling a lamp or a bit of choice chinaware at the crosser. Therefore people let her have her way.

The sulks. If a husband is the right type—that is, if he looks unpleasant enough when playing hurt feelings because the wife was selfish and wanted her way—he can probably have everything as he wishes. A wife can stand a grumpy, sulky male around the house just so long.

The pathetic stuff. Elderly ladies who find they are not getting their desired ends resort to this method. "Nobody cares what happens to a poor old lady. Nobody cares whether she ever gets taken to the movies or not!"

The cheerful surrender. Accompanied by a sad little smile, this goes big with a male escort. Makes him feel like a big, hulking brute and he lets her have her own way eventually.

What's New in World of Airplanes and Air Transportation

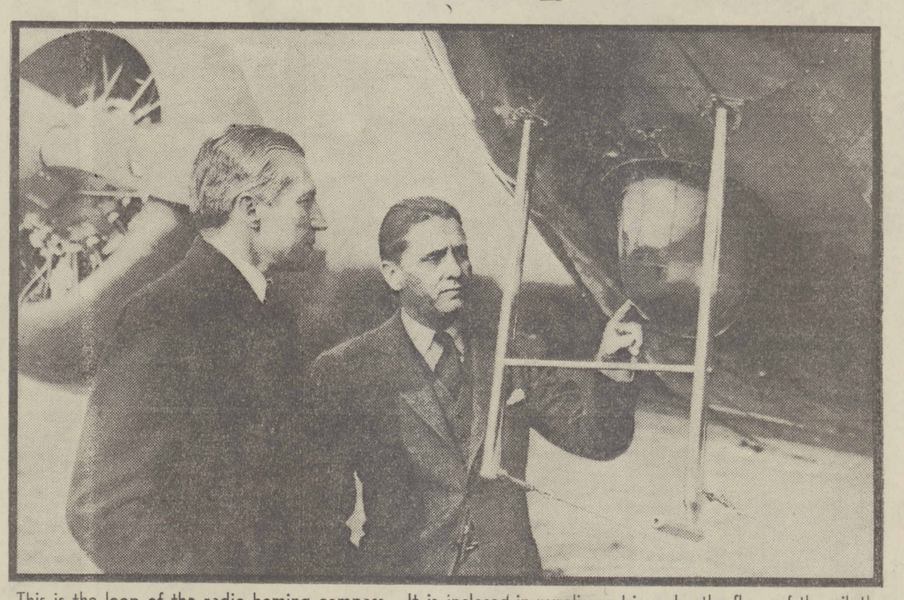
Lockheed 12 Air Bureau Choice

By WAYNE THOMIS

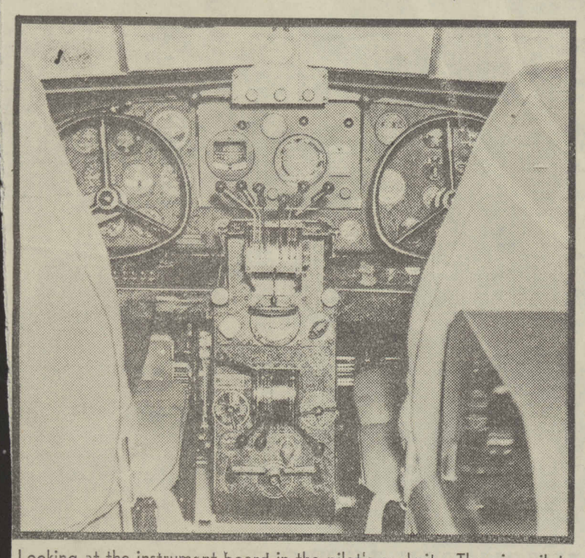
THE air commerce bureau's new Lockheed 12, with two Pratt & Whitney Wasp Jr. engines rated at a maximum of 450 horsepower at sea level, is probably the fastest and one of the best equipped bimotored commercial airplanes in the world. This machine carries every device developed thus far to aid the pilot in all-weather flying.

The Lockheed 12 is the machine which won the first award in the competition instituted by the air commerce bureau for a small twin-engined transport. It is a smaller version of the Lockheed Electra, which is a ten-passenger plane proved by nearly three years of flying on the commercial air lines. As sold to the air commerce bureau the Lockheed 12 has seats for four passengers and two pilots.

The Lockheed 12, a smaller version of the Lockheed Electra. Bennett Griffin, the air commerce bureau's pilot, is showing the ship to Eugene Vidal, director of the bureau. (Acme photos.)



This is the loop of the radio homing compass. It is inclosed in pyrolin and is under the floor of the pilot's cockpit. Griffin at left, Vidal at right.



Looking at the instrument board in the pilot's cockpit. The giro pilot, the throttles, mixture controls, and a few other instruments show in the picture.

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The airplane was delivered to Bennett H. Griffin, expert in blind flying for the bureau and a member of that select company of trans-Atlantic flyers, only a few weeks ago. He flew the ship to Washington, where it is to be kept as a staf vehicle for the air commerce bureau. Eugene Vidal, director of the bureau, flew out to Chicago in the ship to attend the National Aeronautical association convention held here on Dec. 1.

The Lockheed 12 is a low-wing all-metal plane with retractile landing gear and heat and sound proofing. The wings span 49 feet 6 inches and the fuselage is 36 feet 4 inches. It has the twin rudder with the exceptionally long and narrow horizontal stabilizer and elevator that characterize the Electra.

The cabin is 5 feet high and 5 feet wide at its maximum and is 14 feet 8 inches long. In this particular ship one portion of the cabin has been filled with radio equipment, reducing the regular passenger seating capacity from six to four seats.

Controls for all the regular and special equipment on the ship jam the cockpit. Among other unusual flight aids are the Sperry giro pilot, an exhaust gas analyzer which enables the pilots to adjust the fuel mixture to the most efficient ratio at any altitude, two-way radio, a new radio homing compass, and deicer panels attached to the leading edges of the wings and tail surfaces.

The accompanying cockpit photograph indicates the maze of instruments and controls that surround anyone flying this airplane. They have, however, been arranged so that all can be read at a glance after a little practice. Engine indicators have been grouped together, navigating instruments are segregated, and other indicators have been placed in locations found to be favored by flyers with considerable experience in the air.

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Publicity issued by the Lockheed company states that the cruising speed of the airplane is 213 miles an hour and that this is obtained by using 300 horsepower, or 75 per cent of rated full throttle, from each motor.

The speed seems very high. It probably is obtained by flying at altitudes above 12,000 feet. Lockheed company specifications for the type 12A state that the cruising speed with 300 horsepower from each motor at sea level is 190 m.p.h., at 5,000 feet with the same power is 200 m.p.h., and at 9,600 feet with the same power is 208 m.p.h.

The Pratt & Whitney engines deliver 300 horsepower at 2,000 r.p.m. At 1,800 r.p.m. they deliver 260 horsepower, also recommended as a favorable cruising setting. At that power the speed of the 12A is 180 m.p.h. at sea level, is 188 m.p.h. at 5,000 feet, and 200 m.p.h. at 12,000 feet.

Maximum range of the ship is 1,000 miles. The engines consume .52 pounds of fuel per horsepower hour with an output of 300 horsepower and .48 pounds per horsepower with the 260-horsepower output. The plane can maintain a ceiling of 10,000 feet with full load and one engine stopped. This is increased to 11,200 feet if half the fuel is dumped when flying with but one engine.

The plane lands at 64 miles an hour at sea level, getting under the air commerce limitation of 65 miles an hour by the scant margin of a single mile. This is achieved with the use of a trailing-edge split flap. Without the flaps the landing speed is more than 70 miles an hour.

The plane climbs at an initial rate of 1,400 feet a minute. The service ceiling or altitude at which the climb falls below 100 feet a minute is 22,900 feet. The absolute ceiling is 24,200 feet.