

DEBUTANTES GO ON FOREVER

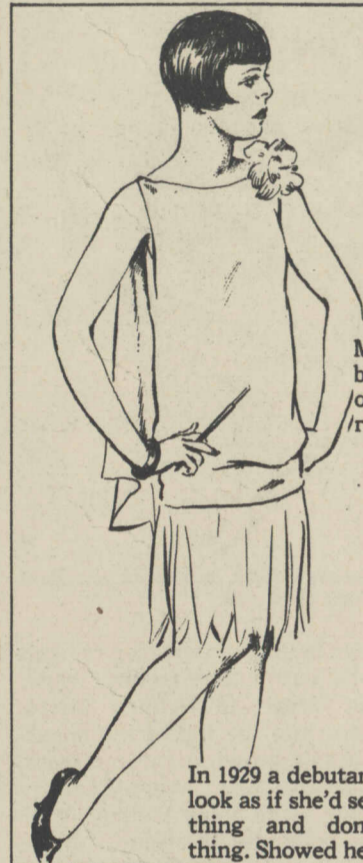
By W. E. Hill

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"My dear, the steward out at the Hunt Club wants TEN DOLLARS a GALLON for a punch with French Sauterne and French brandy. Imagine! At a simple little dance for those kids! Now, don't you think a five-dollar punch, with a California Sauterne and no brandy, would be better?" (Debutante's mother deciding something "that came up" with a friend.)



Debutantes will do anything to land in the public eye. Some of them will even go to church—so they can come in late and walk down the aisle and be seen right out in the open.



Meet the 1939 cafe society bud. Hopes to be some kind of glamour girl, and would rather be photographed for the newspapers than eat.



In 1929 a debutante had to look as if she'd seen everything and done everything. Showed her legs but never her ears.

"Oh, look! There's Gloria Tenderloin, the debutante!" A glamour girl debutante is news, and rates with picture stars, murder victims and dictators.



Debutantes who are out for the title of glamour girl and need publicity often model for the fashion photos in the swell magazines, with "posed by," etc., underneath. Thus giving the professional models a lot of time at home, which they don't seem to appreciate as they should.



Suburban debs dearly love charity entertainments such as tableaux vivants called, "Brides of Yesteryear." (This one is "Directoire Bride." Cue music: "Put on Your Old Gray Bonnet!")



Just twenty years ago, when mother was a deb. She was introduced at a high tea, and it was TEA they drank. She hadn't heard about glamour in those days. Just aimed to be refined.



Microphone debutante. Hopes to achieve glamour via radio. Has a tryout and is scared to pieces. Sings "Night and Day."

Light Plane Gains Favor U. S. Flight Points Its Future

By WAYNE THOMIS

IN THE TRIBUNE of Dec. 1 there appeared a brief item under a New York date line announcing that an actor-airman named Johnny Jones had completed a transcontinental nonstop flight in an Aeronca airplane—one of the three smallest types of planes now in production in the United States. The story stated that the plane had a 50-horsepower motor and had made the trip in 30 hours 48 minutes.

Since that time the airplane and motor manufacturers who sponsored the flight have been telling all who are interested in aviation that the trip has moved the flivver plane into a new performance class. They imply that any light plane owner could do the same with his ship. They say that the transcontinental trip demonstrates the development of the light airplane.

It was a remarkable flight, an excellent job by the pilot, and a demonstration of sound engineering by all concerned. The effort, however, merely emphasized the outstanding weakness of all standard light planes by showing what it would be possible to accomplish with ships of this type given the most favorable conditions and the utmost in special equipment.

For Jones' flight was made possible by a great deal of special equipment that the average light airplane owner cannot afford and could not operate without special instruction. Furthermore, the flight was made with approximately 100 per cent overload and because of this falls strictly into the stunt class. It was, however, carefully planned from its inception.

The flight was conceived after tests had shown that the new Aeronca planes with 50-horsepower engines had a top speed of approximately 100 miles an hour and would cruise easily at between 85 and 90 miles an hour. This was a jump of approximately twenty miles an hour in the cruising speed over previous models with 37 and 40 horsepower motors. It compared very favorably with the cruising speeds achieved in the twenties with OX and OXX engines of approximately double the horsepower.

The Aeronautical Corporation of America at Cincinnati began studies to see if its ship could



The heavily loaded light plane in which Johnny Jones, actor, made record nonstop transcontinental flight, photographed just after its takeoff at Los Angeles. (Acme photos.)

carry enough fuel for a coast-to-coast trip nonstop.

The normal 50-horsepower Aeronca weighs 1,130 pounds gross with two passengers and with 12 gallons of fuel and 3 pints of oil in the motor. It has a wing loading of about 8 pounds

1,000 pounds for fuel and instruments, since the plane and passenger and extra tanks would weigh about 1,000 pounds. The Continental Motor company at Detroit worked out fuel consumption charts that showed their motor could fly for almost 40 hours on 1,000 pounds of fuel.

The Aeronca factory then took a standard fuselage and installed three tanks in addition to the regular fuel tank of 12 gallons. One was a 28-gallon tank and the other two were 57-gallon tanks. These occupied what normally was the passenger's seat and extended across the back of the cockpit. The fuel load was thus 146 gallons. A two-gallon oil tank also was fitted, and special trim tabs on the elevators to give better control with the heavy load.

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For instruments the plane was fitted with a complete flight group—air speed, turn and bank, Kollsman sensitive altimeter, an aneroid compass, oil pressure and temperature indicators, the usual switches, throttle, and special choke controls, and finally an exhaust gas analyzer which enabled the pilot to pick the most economical and perfect mixture of fuel and air for his engine at any given altitude.

A special radio receiver also was mounted. On the receiver was attached a slide rule where it could be operated with one hand. There also was a flow meter installed by the engine



Johnny Jones after his record flight.

to the square foot of area and a power loading of 26 pounds per horsepower. Studies indicated the Aeronca could fly nicely with a wing loading of approximately 13 pounds and a power loading as high as 38 pounds per horsepower.

With a single passenger aboard this would give about

company so that the pilot could keep accurate track of fuel consumption.

Jones, an Aeronca distributor of Los Angeles, left Glendale airport after a wait for good weather conditions, getting into the air after a run of approximately 1,500 feet. He was able to climb to 5,000 feet at once even with his load, and followed American Airlines' route to Fort Worth, receiving special weather information and clearances through that company's ground radio stations en route. At Fort Worth he turned north to swing over Cincinnati, Columbus, Pittsburgh, Harrisburg, and thence to New York.

Although Jones flew some 2,700 miles in his roundabout route, he still had 46 gallons of fuel left, or enough for another 650 miles. He also had his full amount of 8 quarts of oil—not having used an appreciable amount of lubricant during the entire trip.

The flight does speak well of light airplanes and the new 50-horsepower motors. It was made at an average speed of 90 miles an hour without tail winds.

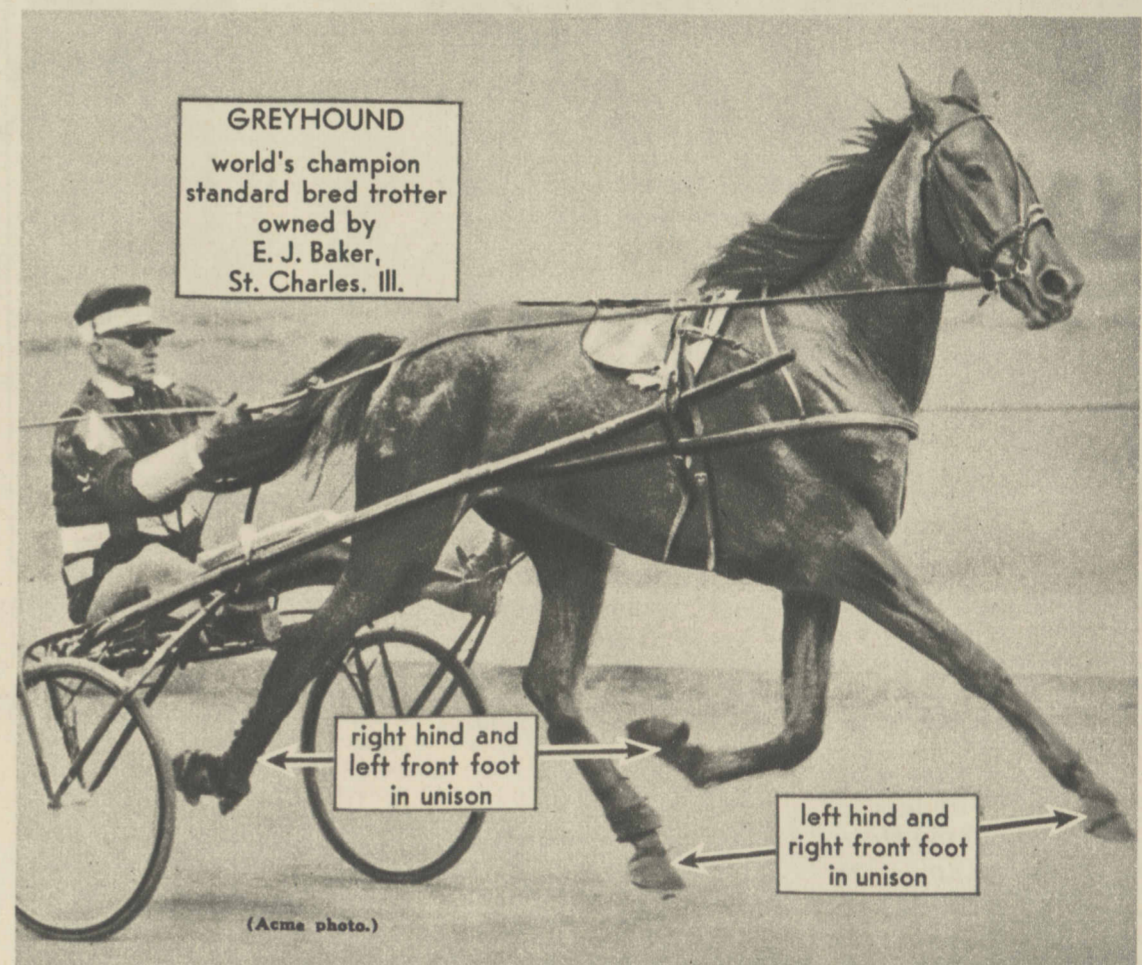
Obviously no Aeronca with the normal fuel allowance—12 gallons—could come anywhere close to this performance. The standard plane has a maximum range of 250 miles. In addition to boosting light plane sales the trip undoubtedly will bring out a movement to increase the fuel capacity for the little ships, thus correcting their greatest weakness at this time.

KNOW YOUR HORSES By CAPT. MAXWELL M. CORPENING

AMERICAN TROTTER The history of the American standard-bred trotter goes back to a horse named Messenger, a thoroughbred, foaled in England in 1780. Messenger was imported in 1788 and lived to be 28 years old. It was discovered that Messenger's offspring were particularly adept at trotting rather than running—hence the birth of the roadster, as the standard-bred horse is commonly called.

Perhaps the most widely known of standard-bred strains is the Hambletonian—derived from the great-grandson of Messenger and a remarkable producer of fast trotters. Yet in spite of the fame of yesterday's horses the world's speed record for trotters—1:56 on the mile—is held by Greyhound—pictured here—a product of the current decade. The standard-bred strain is not as pure as some others because of infusions made for improvements. These, however, according to trotting horse enthusiasts, have all been absorbed and they say the registered standard-bred is just as clean and blue-blooded as any other.

The trotter today is used mostly for show purposes in the roadster classes and in racing. While harness racing is nowhere near as popular as running races, there is still considerable interest in the sulks.



GREYHOUND world's champion standard bred trotter owned by E. J. Baker, St. Charles, Ill.

right hind and left front foot in unison

left hind and right front foot in unison

(Acme photo.)

Much credit for this is due the drivers. Instead of boy jockies, sulks are occupied by pilots who number among them many old men whose entire lives have been spent with horses. They have developed

into romantic characters. In a race some of them vent upon their animals in two minutes a vocabulary equal to that of an Eskimo dog musher in a day's trek. A double roadster class in a big show ring is still

a beautiful sight. Naturally the standard-bred trotter was hard hit with the advent of the automobile and the passing of the horse-and-buggy days.

Next Sunday—The Pacers.