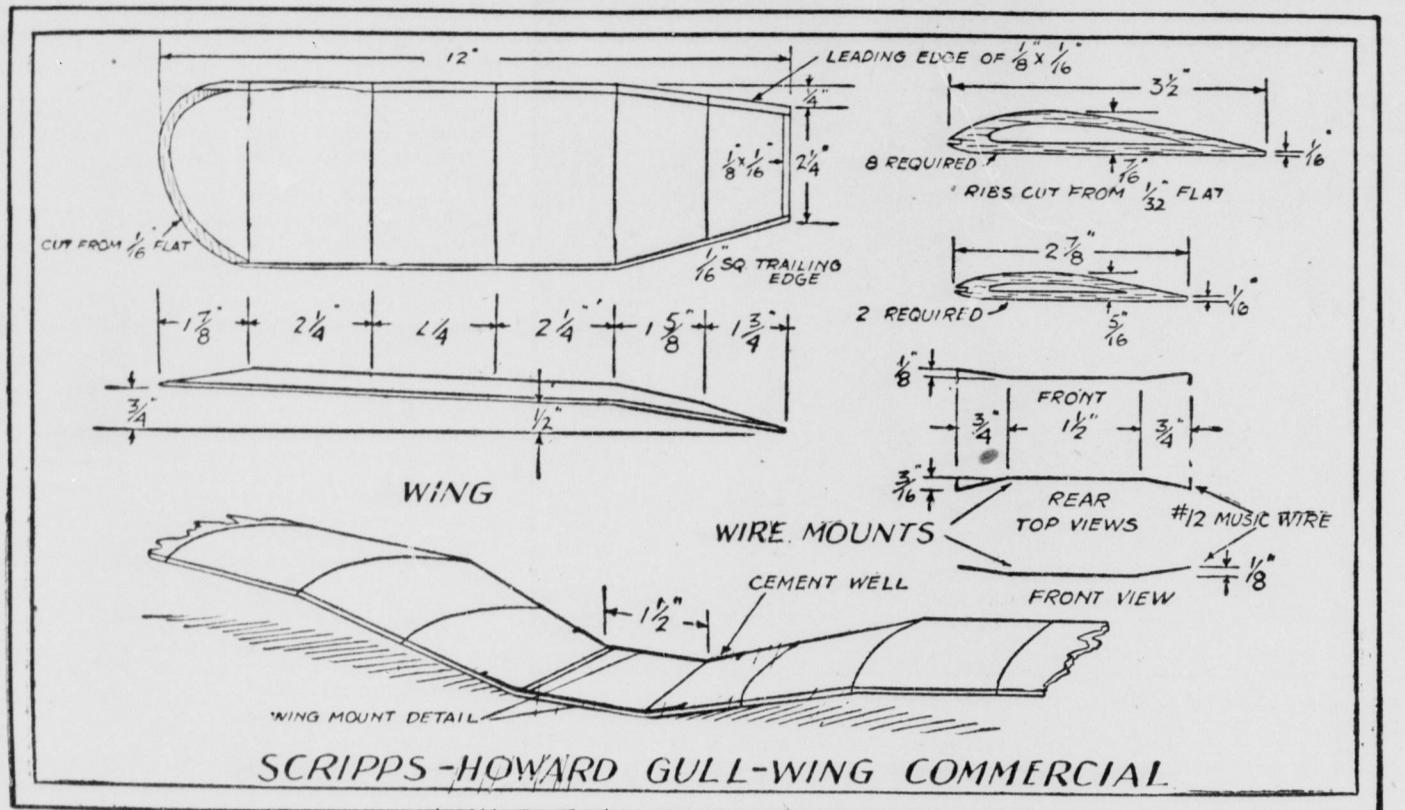


SCRIPPS-HOWARD

JUNIOR AVIATOR

A Nation-Wide Organization for the Air-Minded Youths of America

PLANS FOR COMPLETION OF NIFTY GULL-WING SHOWN TODAY



SCRIPPS-HOWARD GULL-WING COMMERCIAL

EAGLES' CLUB WILL INCLUDE TIMES ACES

Several Members of Local Squadron Eligible.

Several members of The Indianapolis Times Junior Aviation Squadron are eligible for membership in the Eagles Club, new mythical organization among Scripps-Howard Junior fliers.

Patterned after the famous Caterpillar Club, made up of fliers who have saved their lives by parachute leaps from planes, the junior pilots new club will be made up of youths who have seen their models disappear into the clouds, never to return again. A special membership card will be given these members, who have had such an experience while making flights. The "Eagles" derive their name from the bird that is noted for its high flights above the clouds, for it is above such clouds that most juniors have lost their planes by sight.

Among the eligibles of The Times Squadron are Verne Boehle, Harold Stoefler, Kenneth Ernst, Bob Hudleston, Jimmie Cahill, Roscoe Judd, John Foster and Paul Shafer, who during flights have seen their models soar far into the atmosphere, so far that they were never again located.



Chief of Air Service.

MAN has another desire to satisfy before he is through flying besides penetrating the outer regions of the universe—that is, to be able to step to a hat rack, fasten their shoulders, open the window, perch on the sill and launch himself into the air.

And I don't think the time when he will be able to do that is so very far away.

To accomplish that type of flying we will have to go back to nature and study bird structure and bird flight. Some of our people already are picking away at that problem—their first efforts are rather crude and take the shape of stunts—but at least something is being done in the direction of developing individual wings.

Some weeks ago a German aeronaut actually flew an airplane that was driven by his own leg power... he had a bicycle-like arrangement to turn the propeller. At the fast national air races in Cleveland our own adventurous parachute jumper, Clem Sohn, leaped from an airplane at an altitude of 10,000 feet, spread his arms and legs and began to direct his flight course through the sky.

Sohn wears a specially constructed suit with webbing between the legs and a pair of canvas wings sewn to the inner sides of his sleeves and the body of the suit. He fell for thousands of feet, and it was a queer and weird sight to watch this bird form of birdman change his course from a straight line fall toward the earth. The scene could well have been taken from prehistoric times when the earth was young and nature had not settled down to standardized, practicable type... when pterodactyls swooped through the heavens and weird monsters stalked and dragged themselves across the earth.

A strange and prophetic sight was Sohn's black figure as it soared and glided through the blue afternoon sky. It was a blinding look into the future.

Operates Orchard From Air

The manager of a 72-acre walnut tract near Stockton, Cal., operates his orchard from the air. Flying over the orchard, he accomplishes the job of checking the flow in the irrigation ditches, spraying operations and other details in one or two hours, a duty which formerly took a week of hiking.

The French government grants subsidies of approximately \$100 to French citizens between the ages of 18 and 30 who secure a pilot's license. Only those persons who have received instruction at public expense or through scholarships are excluded.

A direct St. Louis-New York air-mail service is now in operation. Mail formerly was flown to New York via Chicago.

ONE OF NAVY'S NEWEST FIGHTERS



Here is the Navy's newest fighter. It's a Vought SB2U-1 Scout Bomber undergoing test flights at Rentschler Field. Outstanding among its new features is the use of the latest N. A. C. A. cow with adjustable flaps which permits increased top speed as well as making possible the use of full power in climb without heating the engine. The government prohibits the release of performance data at this time but Vought officials proclaimed the first test "satisfactory."

Models Lead Way in Designing of Aircraft

Odd-Looking Creatures Undergo Constant Tests: Times to Carry Pictures of 'Freaks.'

For all the hundreds of different types of aircraft in use in the world today, there are hundreds more that have never got beyond the model experimental stage, or if so, for only a brief time.

They are odd-looking, grotesque creations, constructed as models, undergoing tests constantly in wind tunnels—some will fly and some won't.

The majority of these ships are so radically different from all other aircraft that some look like the products of a future age, while others appear more like creatures of a prehistoric era.

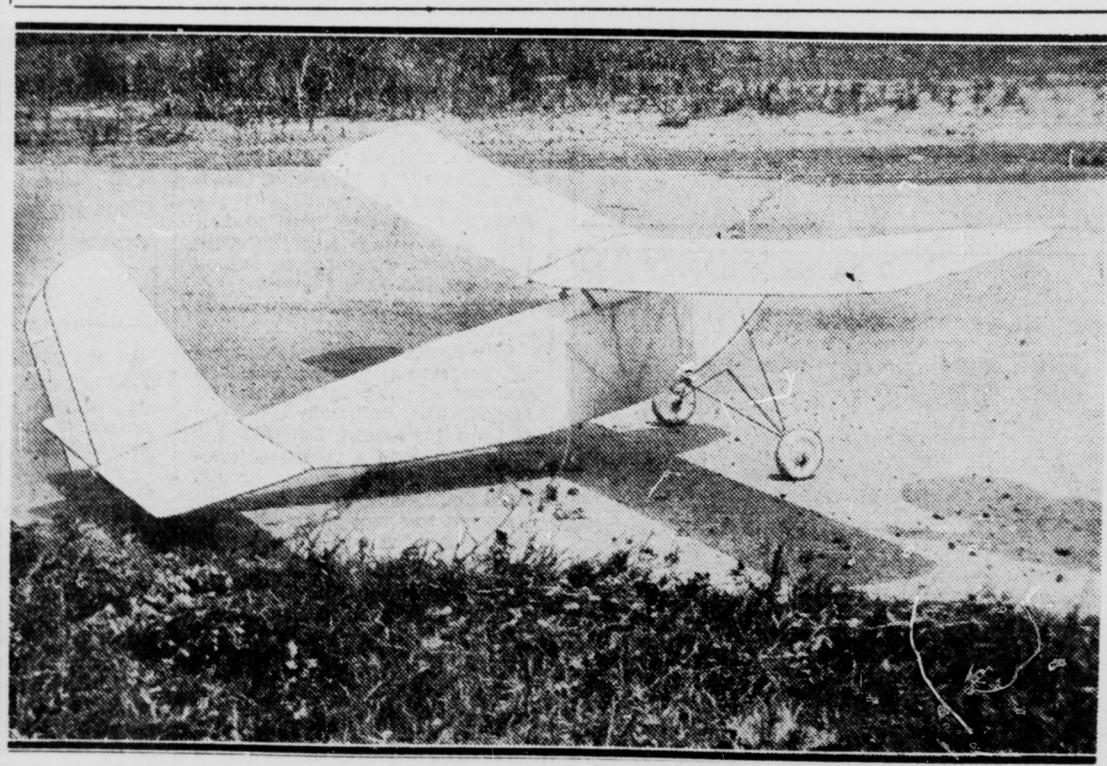
One can never tell what new and important development will evolve from an original design, and it is with this thought in mind that the Scripps-Howard Junior Aviator includes an original design contest in the Junior National Air Races each year.

Many inventors, as well as model builders who fly the colors of the various Junior Aviator organizations, have constructed types that they hope may become a reality in years to come, airliners, helicopter type planes and some with conical spindles instead of wings are among the many types displayed by these builders.

During the next three weeks, pictures of these various "freak" models will be shown on the Junior Aviation page of The Times, and members of the Junior Aviator Squadrions should benefit in seeing the ideas of model builders from all over the world.

Igor Sigosky, noted aircraft designer, predicts that in the near future we will have daily nonstop Atlantic air trips by seaplanes triple the size of today's largest craft.

NIFTY GASOLINE MODEL BUILT BY TIMES MEMBER



Shown above is the gasoline-propelled model built by Harold Stoefler, a Wing Commander of The Indianapolis Times Squadron. Stoefler flew the plane in the

recent contests at the Municipal Airport, but high winds slowed its takeoffs and it failed to finish among the winners. However, after his three official flights, he

sent the plane aloft for a 25-minute flight, losing sight of it six miles south of the airport. It was found on a creek bank a few days later, and returned to Stoefler.

TRAFFIC CLUBS OF NATION TO MEET IN CITY

Convention Week to Be Devoted to Problems of Transportation.

Problems of transportation in the United States will be discussed at the fourteenth annual Associated Traffic Clubs of America convention, to open Tuesday for a two-day session.

Luther M. Waller, Chicago, will speak Tuesday on "What is the Public Interest in Transportation Regulation?" New, light weight motors and trains will be discussed by Robert S. Binkerd, Philadelphia, Baldwin Locomotive Works vice president at the Tuesday afternoon session.

Dance Scheduled

Government ownership has been announced as the subject of Harry A. Wheeler, Chicago, United States Chamber of Commerce president. Following his address Wednesday night, a dinner dance is scheduled.

The Indiana Traffic Club, convention host, will entertain delegates and guests with an informal dance Monday night. Women visitors will be taken on an automobile tour of Brown County Tuesday, and on a tour of Indianapolis Wednesday.

Exhibition automobile races, with professional drivers who will receive prizes, will be held at the Indianapolis Motor Speedway at 2 Wednesday.

Head Committees

Committee chairmen from the Indianapolis club are O. G. Hagen, Guy Weathers, Paul R. Van Treese, T. Paul Jackson, C. J. Pearson, J. L. Williams, J. C. Millspaugh, George Rice, W. F. Benning, C. G. Greene, L. N. Helm, J. H. Lang, T. L. Manning and T. J. Williamson.

Committee chairmen from the Associated Traffic Clubs of America are Dr. G. Lloyd Wilson, Philadelphia; W. Bockstahler, Chicago; T. Harkrader, New York; P. R. Flanagan, Chicago; Dr. L. C. Sorrell, University of Chicago, and J. H. Butler, New York.

WING—The wing ribs are cut from 1-32 inch flat balsa as illustrated. The trailing edge is cut from 1-16 inch balsa, leading edge from $\frac{1}{4}$ x 1-16 inch balsa and the tips from 1-16 flat balsa. Build the two sections of the wing as illustrated and cement them together with wire mounts bent from No. 12 music wire. Cover both sides with Japanese tissue and spray with water to tighten paper.

ASSEMBLY—The wing is fastened to the fuselage by means of a rubber loop.

MOTOR—The motor of this model consists of four loops of 1-16 inch flat rubber.

FLYING—Test the model with several trial glides to determine the proper location of the wing, then wind and launch.

LABOR LEADERS EVADE CONSTITUTIONAL ISSUE

Proposal for Change in Federal Document Rejected.

By United Press

ATLANTIC CITY, Oct. 12.—The high command of the American Federation of Labor today rejected proposals for a drastic pronouncement favoring a change in the Federal Constitution.

Despite extreme pressure from factions within the federation, the leaders decided to evade the issue for the time being, if possible. This attitude may bring a rousing floor dispute when the federation's convention, which last night ended its first week, goes into the more controversial sessions next Monday.

CARPENTER IS ELECTED

State Employment Director Heads International Body.

Martin J. Carpenter, Indiana State Employment Service director, has returned from the International Association of Public Employment Services at Asheville, N. C., as president of the organization. Mr. Carpenter announced today that the association's 1936 convention would be held in Indianapolis.

The naval aircraft factory at Philadelphia will be enlarged to permit construction of 10 per cent of the 1184 planes needed to equip the treaty navy authorized by the Vinson bill.

It is announced that, as soon as the supply of airmail stamps in Indiana is used up no more will be issued.

Idaho will have 72 landing fields with completion of projects now being constructed by CWA workers.

A new high mark for passenger service through Salt Lake airport was recorded recently, when 170 passengers checked in at the airport in one day.

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New regulations reducing maximum flying hours for first pilots on scheduled air lines permit pilots to fly 1000 hours per year, which averages about 83 hours per month. They may fly 100 hours per month during part of the year, but only for four consecutive months.

During the year ending July 1, 1934, 414 commercial planes were forced down. Faulty engines were the cause of 280 of these forced landings.

Grand Central Air Terminal, Glendale, Cal., has been equipped with four United States government offices, including a Customs House branch, Immigration Bureau, Quarantine Station and Agriculture Inspection Service.

A German research worker who has concentrated on airplane lacquers, has developed a coating on pyroxylin base which is popular among the sport and professional constructors of gliders in Germany. The new coating, called "Special Fliegenlack F," is claimed to impart greater strength and adhesion to the fabric with which gliders are covered, and to prevent wrinkling, loosening or tearing away of such coverings.

EGGS FRIGHTENED FROM LOAN OFFICE

Yeggs were frightened away from the Capitol Loan Co., 41 E. Washington St., Room 207, early today by Albert Leane, 520 E. Ninth-st, night watchman.

DR. CADMAN TO SPEAK

New York Clergyman to Lecture at Founders' Dinner.

S. Parker Cadman, noted New York clergyman, is to speak on "To Youth Belongs the Future" at the Y. M. C. A. Founders' Day dinner at Monday night. C. J. Lynn, H. C. Atkins, F. S. Cannon and Edgar H. Evans are in charge.

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They rode on farther in silence. Presently Jean asked him, "What do you eat, cowboy?"

"I used to ride almost every day, down home," she said.

"Good girl," said Sandy.

"You did that jump like a champion."

Their eyes met in comradely appraisal; then, with one accord, they turned their horses' heads and followed a shaded lane through the trees.

It was cool under the trees, and the horses' hoofs made no sound on the black spongy earth. Sandy rode with effortless ease, his long body relaxed loosely in the saddle.

"You better get yourself up there, and pull your out by that pretty yellow hair of yours. I'm not foolin' you, Sandy. You're the nicest thing I've seen in all my travels, and I'm going to see plenty of you. Pullin' you, Sandy?"

Conscience bestirred itself for one final jolt, after he had hung up.

"You see what comes of that one harmless little kiss?"

"Sandy, I can't," she said. "I'm all tied up this week."

"Yeah?" said Sandy cheerfully.

"Baby, you aren't fooling me at all," she said.

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