

## MOVE FOR LIMIT OF MILLION MEN IN DRAFT LOSES

F. D. R. Repeats Selective Training Is Necessary For U. S. Defense.

(Continued from Page One)

and efficient means of obtaining manpower. He added that he was convinced that most of the people of this country agree with his analysis of the situation and likewise support his endorsement of the conscription principle.

But, said Mr. Roosevelt firmly, no specific measure will be sent to Capitol Hill with the endorsement of the White House. Adding that he wanted to be perfectly frank, he said that no matter what happens he is damned if he does and damned if he does not make a specific endorsement of details of the conscription plan.

**Insists on Total Defense**

Mr. Roosevelt emphasized his conviction that the only possible defense is total defense; that total defense means well trained personnel, that this personnel can only be obtained by a selected service conscription. The lessons of the European war drove home the point, he said, that nations which have no well trained manpower to operate their war machines were in a bad way.

William S. Knudsen, production chief on the Defense Commission, has informed him that work is proceeding on defense machines and material approximating \$1,800,000. The question now is to get the manpower to operate this vast machine, he said.

Rep. Robert T. Secrest (D. O.) appeared before the House Military Affairs Committee to urge that a system of voluntary enlistment be tried before conscription is adopted by Congress.

**Wants Draft as Last Resort**

"The draft should be the last resort rather than the first," he said. He urged consideration of a bill he introduced yesterday permitting one-year enlistments in the nation's armed forces and raising the base pay from \$21 a month to \$30.

Former Rep. Malcolm Baldwin (R. N. H.) said that voluntary enlistments had proved an "absolute failure" and that compulsory service was the only way of meeting the present need for enlarging the Army.

**Sponsors Hope Friends Make Demands Known**

By FRED PERKINS  
Times Special Writer

WASHINGTON, Aug. 2.—Backers of the Burke-Wadsworth selective-draft bill today hoped that friends of the measure would make themselves known to members of Congress and counter-attack the heavy volume of anti-conscription mail now being received.

Rep. James W. Wadsworth (R. N. Y.), House sponsor of the bill, said he was certain that only opponents had gone to the trouble of writing to Congress.

"Members who have gone home and talked personally to their constituents," he said, "find that the real public sentiment is not reflected accurately by their correspondents."

He declared that a recent Gallup Poll, showing 67 per cent of a country-wide cross-section in favor of compulsory training, had been borne out in personal investigations by himself and other House members.

Senator Sherman Minton (D. Ind.), assistant majority leader, who with Senator Edward R. Burke, anti-Roosevelt Democrat of Nebraska, is the leading Senate advocate of compulsory training, said members of both parties should wait no longer to ascertain the views of their national leaders on this issue.

"We've been called rubber stamps on too many occasions," Senator Minton said. "Here is a chance for Congress to strike out on its own and do a job that everybody agrees must be done right and done now if our mechanical preparations for defense are to be of any value."

## IN INDIANAPOLIS

**Here Is the Traffic Record**

**DEATHS TO DATE**

County	City	Total	
1939	21	33	
1940	28	44	
Aug. 1—	1	1	
Injured	12	Accidents	33
Dead	0	Arrests	35

**THURSDAY TRAFFIC COURT**

Cases Convic-	Fines	
tried	paid	
Speeding	8	\$36
Reckless driving	5	24
Failure to stop at	1	1
through street	14	13
Disobeying traffic	2	2
Drunkards driving	0	0
All others	17	6
Totals	46	44

**MARRIAGE LICENSES**

These lists are from official records in the County Court House. The Times, therefore, is not responsible for errors in names and addresses.

**BIRTHS**

William L. Berger, 25, 1719 Lynnhurst, Speedway City, Ind.; Florence Turner, 20, 219 N. Spring, Indianapolis.

Margaret E. DeHevere, 25, 924 S. Noble, Vera M. Coghill, 21, 634 Buchanan.

Ruby M. Salazar, 25, 1 U. Medical Center, Frieda Peters, 22, 705 Carrollton.

George R. Cawerd, 25, 2030 Capitol, Dorothy E. Tamm, 25, 2710 Columbia.

Samuel L. Elbert, 21, 550 W. 29th, Margaret M. Hartley, 19, 1000 Indiana.

Hope E. Toman, 37, 4106 W. Washington.

Elmer Schwartz, 27, 1416 S. New Jersey.

Lillian R. Clegg, 25, 1500 N. New Jersey.

Joseph Shatz, 32, 1309 N. Illinois.

George J. Berry, Jr., 23, Dearborn Hotel.

Margaret E. Kell, 21, 295 N. Anthony.

Pauline E. McCard, 25, 615 E. Locust.

Irene Sudrock, 24, R. R. 9, Box 385.

George Tamm, 23, 224 Burton, W. 26th, Lizzie M. Jones, 21, 1000 Indiana.

Robin P. Funk, 32, 3231 Park.

Betty Kunkel, 22, 1000 K. Keweenaw.

Woodrow Wilson Smothers, 27, 215 N. Sheld.

Helen Marie Smothers, 17, 2021 W.

Thomas Eugene Mauer, 18, 201 S. Aragon.

Clara Jeanne L. LaSalle, 18, 221 S. LaSalle.

Harold L. Garrison, 20, 849 Harrison.

Alma P. Kell, 21, 295 N. Anthony.

Floyd A. Price, 23, 750 W. 31st; Dorothy

Grace E. Tamm, 25, 189 E. 10th.

John E. Tamm, 24, 84 S. 11th St.

Beech Grove, Juanita E. McIntosh, 19,

21 S. 11th St. Beech Grove.

Theresa O. Hightower, 21, R. R. 18,

Colerain, Cincinnati.

Charles A. Gilchrist, 19, 752 W. New York.

Violet Margaret Gill, 19, 2315 Mor-

## "Who's Spinning?"

**'Oh, My Head! Our 'Blindest Flier' Moans**

By SAM TYNDALL

"flew" blind in a Link Trainer today and did I get dizzy!

I grabbed the stick, put my feet on the pedals and an instructor clamped a lid over the cockpit. Through the earphones the instructor bellowed:

"You can stay on the beam. Now see if you can stay on it. Watch the instruments."

I took a look at a covey of clock-like dials in front of me and then went right into a spin.

The Link Trainer lurched to one side. I don't know which. They say sometimes you can't tell whether you're flying upside down or not. I guess I was.

Any one of the instruments need was hanging way over to one side—maybe it's the one to straighten up. I pushed down on the right pedal.

"Give it left pedal and pull back on the stick," boomed into my earphones from the instructor.

By this time I was well off the beam. Well off balance, too. Awful. I should say.

I stole a look at the altimeter. It read 900 feet above sea level just before the motor shut off and the instructor bolted over to lift the hatch.

Yes, I was just where I started from . . . in a small room in the basement of the Municipal Airport administration building.

There certainly is one good thing about a Link Trainer. It's bolted to the floor.

Bill Gage, general manager of the Roscoe Turner Aeronautical School, was my instructor.

While I sat perfectly quiet waiting for my head to settle down he said: "Would you like to see how you flew?"

Before he could show my flight "record," I launched a strong counter-offensive.

"Some of you guys were pushing me into a spin because I did all right when I didn't have this lid over my head."

My instructor just smirked as he handed me the record. The little red line that followed my "flight" looked like a tight coil spring. It was a record that will stand for all time.

As you can guess, the Link Trainer is for instruction of persons who know a heck of a lot more about flying airplanes than I do.

As a matter of fact, the trainer is designed for instrument instruction of airline pilots and advanced flying students—it's definitely not for "first semester" fliers, like plain landlubbers like me.

This Link Trainer is the first one in Indianapolis. It looks like the miniature airplane you see at amusement parks for children. But this one cost \$900.

It simulates every flying condition that is normally recorded by instruments. You pull the stick back, the nose goes up, and the altimeter records climb. (It's done by a vacuum tank, in which air is drawn and expelled.)

Kick it on its side, and the trainer turns on its side. (The pedal has released air in a sort of bellows underneath the trainer, and over you go.) The bank and turn indicator plainly shows it.



This is Pilot Tyndall stuttering into a microphone and trying to say he wasn't in a spin. You look.

more about flying airplanes than I do.

THROUGH a labyrinth of gears, valves and electrical devices, the trainer does even more. It is automatically "nose heavy"—like an actual airplane in flight. When the trainer is turned, and not banked—an automatic gadget will force the nose down, making the pilot compensate for both

men's' must compensate for both—and stay on the beam.

The instructor sits at a table and watches a duplicate set of instruments. He can talk to the student through a telephone circuit as though it were radio and he can send the "beam" to the student by twisting dials at his desk.

Also if the student should lower one wing without applying rudder, another device goes into action, and the trainer begins to turn—as real airplanes would under the same conditions.

There are two other types of flying conditions simulated—but these are "turned on" when the student least expects them—exactly as it happens in the air. One valve simulates icing conditions—the trainer loses altitude.

Another, brings "rough air." The student who is flying "on instru-

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