

SKI UNIT WANTS TOUGH WEATHER

New Army Outfit Needs Snow and Storms to Test Equipment.

Times Special
CAMP MCCOY, Wis., Jan. 24.—The one outfit in the Army which hopes and prays for bad weather, and which trucked all the way from Michigan to Camp McCoy, Wis., seeking it, is now being organized here.

It is a composite regiment of the Fifth Division of snow patrol troops. And they need snowy, stormy weather to do their stuff—which is experimentation with equipment and tactics for winter campaigning. What they learn will become standard for all ski troops of the Army hereafter.

Just as Fort Knox devises the key tactics for armored divisions, and Fort Benning is developing parachute troops and aerial transport of infantry, so Camp McCoy's 1400 men are trying out every type of snow equipment submitted to the Army by sports goods manufacturers, in order to pick the best for standard equipment. Col. Hayes A. Krone has with him experienced officers of the Second Infantry, some of them with long Alaskan and northern experience.

By MAJ. AL WILLIAMS
Times Aviation Editor

It seems timely to do a little explaining about the ships used here and abroad in dive-bombing.

The tactic of dive-bombing was developed in the United States Navy long before 1930. We used

single-seater

fighting planes, built for speed, rapid climb, and

lean as a hound's tooth in regard to air resistance.

Dive-bombing in a single-seater (and some of us claim that dive-bombing means straight down, not a steep glide) calls

Maj. Williams

for standing the

ship on its nose and roaring toward the ground. The single-seater gathers velocity rapidly. A few thousand feet, and the airspeed indicator usually reads 100 miles an hour higher than the top speed of the ship in level flight. Prolong the dive, as one must in simulating actual attack, and thousands more feet are consumed in a few seconds.

During these few seconds, the pilot, looking dead over the nose of his ship, is easing the rudder bar

Dive-Bombing Was Invented by U. S. Fliers But the Nazis Gave the Tactic Its Finesse

and using his elevators and ailerons to aim his craft—like a sharpshooter steady his rifle. You point the plane, and when you are on the target, you pull the bomb release.

Three hundred fifty miles an hour means traveling downward about 500 feet a second. Two seconds go when a fellow is correcting his dive-bombing aim. The knowledge that his ship is gobbling altitude tends to hurry the pilot, and again he is like a rifleman forced to draw a quick bead and fire.

Then, too, the faster the plane travels, the more difficulty the pilot faces in the "pull-out." It's no joke to pull out quickly at 350 miles an hour. Normally, the pull-out subjects the pilot to what are known as accelerations, amounting to as high as five to seven "G's." "G" is your standing weight—the attraction of gravity on your body in pounds. If our weight is, say 22 pounds, seven "G" causes you to press against the seat in your ship at the pressure of 140 pounds.

Every part of your body—hands, feet, internal organs, and the blood in the veins—is subjected to the same downward pressure at "G" as is your normal weight. The blood is drained from the visual nerve centers and you "go black"—temporarily blind. Doctors tell us, also, that vital fluids in the head are

OHIO'S 'VALJEAN' TO REMAIN FREE

Warden Says Fugitive Has Good Position, Rating

In Rochester, N. Y.

COLUMBUS, O., Jan. 24 (U. P.)—Governor John W. Bricker has accepted the recommendation of Warden Frank D. Henderson of Ohio Penitentiary that the state of Ohio make no attempt to extradite Adolphus Edwards, 50-year-old "Jean Valjean" from Rochester,

Mr. Gottman, a witness in a suit by which Mrs. May Schweinhert, 69, seeks \$35,000 from the Insurance Company of North America for jewelry which she says was stolen from her, answered:

"Mrs. Schweinhert has been very kind."

"How much?" Judge Grover Moscovitz asked.

"Well, judge, as a matter of fact,

"\$100,000."

"How is that?"

N. Y. Judge Told 'Kindness' Paid \$150,000 in 10 Years

NEW YORK, Jan. 24 (U. P.)—Joseph Gottman, 40, was asked in Federal Court yesterday how he had gotten along if he hadn't worked during the last 10 years.

Mr. Gottman, a witness in a suit by which Mrs. May Schweinhert, 69, seeks \$35,000 from the Insurance Company of North America for jewelry which she says was stolen from her, answered:

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"Well, judge, as a matter of fact,

"\$100,000."

"How is that?"

Judge Moscovitz held him for sentencing next Monday on a charge of obstructing justice.

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Receiving Blanket. Pink, blue or white. Special.

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Good quality hose; white or blue. Sizes 4 to 6 1/2.

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Irregulars of \$1.00 hose; assorted shades; reinforced. Sizes 9 to 11.

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RAYON TAFFETA SLIPS

V-top, tailored style; 32 to 44; pink or tearose.

27c

WOMEN'S COTTON SLIPS

V-top form fitting. Sizes 34 to 52.

18c

TUCKSTITCH PAJAMAS & GOWNS

All styles; regular, extra and jumbo sizes; 2-piece pajamas; pastel shades.

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2-Pc. FLANNELETTE PAJAMAS

Long sleeves, high neck; sizes 16-17. Trimmed in contrasting colors.

57c

FLANNELETTE GOWNS

Long sleeves, regular and extra sizes. Plain and striped patterns.

48c

ELECTRIC APPLIANCES

Sandwich toaster, irons, toasters; chrome finish; black trim.

73c

PORTO RICAN GOWNS

Hand embroidered; tearose, pink or white. Red sizes.

18c

HANDBAGS

Simulated leathers; copies of better bags. Black, Brown and Navy.

43c

RUBBER SPORT GIRDLE

Boneless, flesh color. All sizes.

48c

METAL SMOKER

Mahogany color, ivory trim; heavy metal base.

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Long or short sleeves; attractive styles. Sizes 34 to 40.

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BOYS' WASH DRESSES

Wool plaids, jumpers, rayon acetate, corduroy; 2 to 6, 7 to 16.

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Slip-on or button style; smart colors. Sizes 7 to 16.

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Also bloomers. Good quality.

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