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Read the Want-Ads

**We Fly!**

(By John Fales)  
The word of the day is "Flying." The huge concrete hangar at Sky Harbor if full to overflowing with aircraft of all descriptions, from all parts of the country. Why? Because of the influence of the International Air Races. Zipping around the pylons at more than 200 miles per hour, is the last word in sport. A few days ago I had the pleasure of meeting Col. Sprague, who a year ago was a fledgling pilot like myself. Now he is taking advanced flying in the big Stinson cabin plane. Mr. Taylor took off with him after the completion of my lesson.

**Fourth Lesson**  
Before taking off, my instructor, Mr. Taylor, told me how to correct my turns. He said I used too much rudder and not enough stick. In other words, the plane acted as an automobile would if turned quickly on wet pavement. I skidded the plane around. To prevent this, a plane is controlled to tip to the same side the turn is made. He also said it is even possible to turn a plane without the use of the rudder at all, which he demonstrated.

We are in the air.  
"Fly straight climb." I pulled back the stick. The nose rose above the horizon. Up we went. The climb was steady, except for an occasional disturbance, caused by air currents. Occasionally, I'd move the stick from side to side, experimentally.

"Level off; turn left." I pushed the stick to neutral, the nose dropped, then carefully pressed left rudder and stick to left. The left wing dropped as we started to turn.

"A little more bank; keep that wing down." I applied more left stick, dropping the wing more. Ah, now I had it. The turn seemed correct. It felt right, too.

"That's right; now straighten up and turn right." I brought rudder and stick back to neutral and then kicked right rudder and at the same time applied right stick. This time I forced the right wing low and the turn resulting was correct. Now I realized my previous errors. I had been afraid to bank or tip the plane sufficiently to make a smooth turn. The remaining time of the lesson was spent in making turns, both with the motor on and off. The gliding turns required a little more thought because in a glide the nose must be kept down to maintain flying speed.

When coming back over the field in preparing for a landing, Shorty demonstrated a dead-stick landing. That is, we pretended the motor had gone dead. The plane was put into a glide over the lee side of the field, and we lost altitude making "S" turns until within landing distance, when we slid into a perfect landing. In this type of maneuver the pilot never loses sight of the field, and always has complete control over his plane.

I have had two hours dual instruction so far, and am surprised and happy at the progress made. I feel perfectly at ease when flying, and am beginning to enjoy the ever-changing landscape beneath me. During the first three lessons, I was too busy keeping the plane under control, but now these simple maneuvers are done without thinking.

Next will come takeoffs and landings which, to tell the truth, do not seem so simple.

**Fifth Lesson**  
The test of a pilot is not how well he can fly, but rather how well he can take off and land. And the reason is obvious. My entire half-hour was spent in taking off, circling the field, and landing. Time after time!

My first attempt was a knock-out! I bumped along, froze the controls, and forgot to pull back on the stick to lift the plane off the ground. I pushed open the throttle and pushed the stick forward to lift the il. While doing so it was necessary to work the rudder vigorously to keep the plane headed straight. As we gained speed the weaving stopped, but I neglected to ease back on the stick. I felt a pressure on it, but was too busy to realize it was Shorty trying to help me. I clung viciously to it.

"Hey. East back on the stick. Let go!" Gee, his voice sounded good, and I obeyed immediately. A second later we were off. Once the wheels left the ground all was well, and I took it up and around the field, to follow through with Shorty on the landing.

"Listen, Fales. Careful how you hold your control stick. You had a pretty tight grip on it that time." Well, I realized my mistake, and said I'd watch myself.

"O.K. Try it again, and remember, I'll help you."

We took off twice more, both times being a great improvement over the first. After the last landing I asked whether or not I had done it all myself, as I had not noticed any assistance from Shorty. I surely felt great when he said he had only helped me with the rudder to keep the plane in a straight path. What a pilot I'm turning out to be! What a flying school! What an instructor!

Three questions have come in during the past week, which I will answer next week. Two are in regard to the physical examination which will explain in full; the other about the seating arrangement of instructor and student.

Let's have those questions. Come on out to the air port, too. You can sit in my plane and I'll give you the low-down!

**Deerfield Rotarians Honor C. C. Kapschull**

The Deerfield Rotary Club has the distinction of being the first local organization to honor and recognize Charles C. Kapschull in his new office as state commander of the American Legion. Dr. Walter Metcalf, the president, in presenting the distinguished guest of honor, last Thursday noon, said it was frequently possible for one organization to be of an advantage to another and to be a member of each was an honor, and the Rotary Club felt honored to have him as a member and as a high official in the Legion.

State Commander Kapschull gave an interesting talk presenting the aims and objects of his administration.

Principal C. E. Bates of the Deerfield school acted as Rotarian and his talk pertaining to his "Vacation Days" was also enjoyed.

Guests were Carl Brown, Donald Rossiter, Edward Schweitzer, Lewis Sinclair, and Daniel Simons of Highland Park; Dr. Richburg and John Sproyl of Glencoe; Victor Killian and W. L. Wente of Winnetka; and Fred Rice and Arthur Gedge of Wilmette. A large attendance of local Rotarians was also present.

**Hosts at Fair This Week**

The Rotary International of this area maintains headquarters at the Blue Ribbon Casino at the Century of Progress in Chicago. Each Rotary Club furnishes hosts to welcome visiting Rotarians. The Deerfield Rotary Club is acting as host this week at the Fair and two local men for each day have volunteered to be at the headquarters from 10:30 a. m. to 8:00 p. m. each day of the week, Sept. 10 to 17 inclusive.

**St. Ann's Band Plans Card Party Sept. 21**

The Fall and Winter activities of Holy Cross Church, Deerfield, will be ushered in by a luncheon-card party which will be held on Thursday afternoon, Sept. 21, at the parish hall.

The party is being given by St. Ann's Band of the Altar and Rosary Society under the direction of its chairman, Miss Clara Ender. Luncheon will be served at one o'clock, followed by cards. The guests may play the game they prefer and have the privilege of piloting or progressing. Attractive, useful prizes will be given the holders of high scores.

The afternoon luncheon-card parties of the Altar and Rosary Society have always been enjoyable affairs, and this, the opening party of the season, gives promise of being equally so. The chairman and members of St. Ann's Band extend a cordial invitation to the public to attend their party.

**342 Are Enrolled In Deerfield School**

The Deerfield school opened Monday with an enrollment of 342 with about 350 expected before the end of the week. Mr. C. E. Bates states that there will be no important changes in the curriculum, but wishes that there were some way to arrange to have a school orchestra without making extra expense to parents or taxpayers.


There will be no public kindergarten this year.

Teachers in the Deerfield Grammar School for 1933-34 are:

First grade, Christine Knaak; second grade, Genevieve Card; third grade, Ethel Titus and Dorothy Lidgerwood; fourth grade, Jean Nygard; fifth grade, Irene Evenson; sixth grade, Beth Andrew; seventh grade, Leta Toll; eighth grade, Hazel Miller; principal, Carl E. Bates.


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★

**W**ITH President Roosevelt's acceptance of the NRA Automobile Code, Chevrolet, the world's largest builder of motor cars, officially begins operations in accordance with the administration's recovery program.

Although the official code was signed only a few days ago, it will be of interest to Chevrolet's many friends to learn that the Chevrolet Motor Company started to carry out the spirit of today's recovery program over three years ago!

At that time, we put into operation a "share-the-work" plan, whereby our workmen cooperated in spreading the work to give more men jobs. By means of this plan, as well as by regulating hours of work per week to meet retail demand, and by building up parts stocks in lean seasons, it was possible to carry 33,000 men on our payroll through the depression. For eleven months of each year since 1929, we have kept our employment within 10 per cent of this average. We are justly proud of that record. We are also proud to say that Chevrolet workmen did not, at any time during the depression, become a burden on public welfare departments.

On August 1st of this year, Chevrolet announced a blanket wage increase as well as the adoption of a 7½-hour, 5-day week and the employment of 12,000 additional men. This wage increase was the second in the last 4 months, Chevrolet having been among the first to put a blanket wage increase into effect.

We feel that the President's recovery program deserves the whole-hearted support of every citizen and manufacturer in America. It is a bold, swift, courageous plan to start the ball rolling toward economic recovery. Its sincerity is unquestioned. Its objectives are admirable. And the direct, forceful steps the President and his associates are taking to make it a success, should stir the pride and admiration of every American.

We are proud and glad to do our part. And we are deeply grateful to the American people for the patronage that has enabled us to anticipate the present recovery program and to play our part today. After all, the immense number of men employed by Chevrolet is a direct result of the continued preference America has shown for Chevrolet.

CHEVROLET MOTOR COMPANY, DETROIT, MICHIGAN, Division of General Motors

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