

ST. MARGARET MARY  
CATHOLIC CHURCH.  
REV. MICHAEL A. CAREY,  
PASTOR.

SUNDAY MASS 9:00 A. M.

FOLLOWED BY BENEDICTION  
OF THE  
BLESSED SACRAMENT  
GROVEMONT

REV. MICHAEL A. CAREY  
SWANNANOVA, N. C. BOX 35

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Lakey St. Black Mountain

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PASTOR

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Preaching at 11:00 A. M.  
and 7:00 P. M.

7:00 P. M. Thursday  
night Y.P.E.

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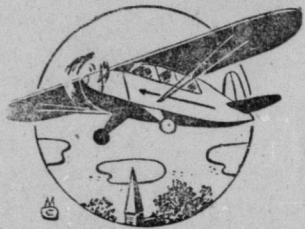
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Familiarization With The  
Airplane

Now just sit in the plane and familiarize yourself with everything around you. Notice the position of the throttle and the switches. In most planes, they are to your left. Rest your feet on the rudder pedals and experiment with their action. Get the feel of the stick. Don't hesitate to sit there for 10 or 15 minutes. The inside of the plane should become as familiar to you as the inside of your car. Locate the instruments in their various positions on the instrument panel: The tachometer (R.P.M.'s), airspeed indicator, oil temperature, etc. Note the full 'ON' and 'OFF' position of the Fuel Shut-Off Valve and Carburetor Heat Controls. Your instructor will point them out to you and explain their functions. Don't be afraid to ask questions. It would be a good idea to try to draw from memory, later, the various instruments in their correct positions.

Starting The Engine

This is the procedure that you must always follow when you start the engine on your plane.

1. Make sure that your plane is clear of other planes. Head it so that it won't blow dust on spectators, other planes, or into the hangar. The dust and dirt raised by your propeller blast can damage other planes.

2. Place blocks under the wheels. It is dangerous for the plane to start moving when you are unprepared. Remember, too, that someone has to spin the propeller to start the engine for you, and that he will be in the path of the plane when the engine starts. Spinning the propeller by hand is called "propping". Always make sure that your plane is blocked (or "chocked") securely before starting the engine and also when you leave it after a flight.

3. Run a line inspection of the airplane. A line inspection is an inspection of the plane to see that it is airworthy. There are available printed check sheets (Form ACA 526) that list all points to be inspected (control cables, landing gear, spark plug connections, etc.) Your instructor will explain this in more detail. Even though a line inspection may have already been run by someone else, do it yourself. You can't always count on having someone else do it for you—and he may not be as careful as you in checking, since he's not going to fly the plane.

4. Check the gas and oil supply. Never rely on the gas gages; they can, and often will, register incorrectly. Look in the tanks yourself. Replace gas and oil tank caps securely. An empty gas or oil tank is a miserable excuse for a forced landing—and it's a frequent reason.

5. Fasten your safety belt as soon as you get in the plane. Make this a firm habit, even if you're just going to warm up the engine. On the few occasions when you really need a belt, you don't have time to fasten it.

6. Next, see that the Gas Shut-Off Valve is in the full ON position, that both the ignition switches are in the full OFF position, and that the throttle is fully closed (Pulled All the Way Back).

7. Never try to "prop" the engine yourself while attempting to handle the throttle at the same time. Have some competent person, such as a mechanic, "prop" it for you. You can't be in two places at once, and you certainly can't do a good job of both things. Civil Air Regulations require that a competent person must be in the plane at all times while the engine is running. Don't violate a civil air regulation.

8. Keep the stick back, so that when the engine starts, the airplane's tail will stay on the ground. Holding the stick back keeps the elevators raised, and the air stream from the propeller will force the tail down.

(Continued next week)

May Tear Down  
Fuehrer's Lair

Fear Retreat Might Become  
Symbol of Nazi Spirit  
That Ruined Reich.

By PAULINE FREDERICK  
(WNU Staff Correspondent)

If you have been to Berchtesgaden since the war ended, you will understand why there is talk of destroying Hitler's eagle's nest perched atop the highest alp in that area, as his house and that of Goering and Bormann farther down the mountain-side were levelled. Only it will be a much harder job.

I have just been to the eagle's nest and I can tell you at first hand why there is some apprehension about it. The eagle's nest is the retreat der fuehrer had built for himself on a point 5,000 feet high. It is made of the solid stone of the Bavarian mountain on which it is anchored. To reach it, you go up a precipitous winding road. Himmler's Mercedes, with its five speeds forward, in which I was traveling, gave out and sputtered steam and water a third of the way up. A jeep that picked me up at that point stopped, too, a little later, but we finally arrived at our destination with the aid of a second jeep.

Tunnel Solid Rock.

You first reach a tunnel more than a hundred feet deep into the solid rock and guarded by huge bronze doors. It leads to a double-decker elevator that rises 500 feet through a shaft bored through the rock to the eagle's nest. The top cage of the elevator—a bronze section with a circular mirror on the back wall and leather-cushioned bench around the walls—was for Hitler. A trap door in the right hand corner as you enter was for the SS men to drop down into their cage below, which was white-washed like a cell. When the elevator reached its destination at the top of the mountain—the SS got out on the ground floor and Hitler entered his living quarters on the first floor. From the view you get at this height, despite the fact that the house itself and the furnishings—what have been left by the G.I. souvenir hunters—are unattractive—is enough to give anyone delusions of grandeur.

I stood on the narrow terrace looking out over the breath-taking scene talking with one of the American guards. It was what he told me that made me realize that some day the eagle's nest might have to be destroyed.

Hitlerism Not Dead.

The guard told me that two SS men had just been arrested up there. That surprised me very much, and I remarked that they might have known there was a good chance of being caught if they came around a place like that. "Why would they do it?" I asked the guard.

His answer startled me. "This is still a shrine to many Germans," he said very seriously.

Then he pointed down the hill to Hitler's guest house just back of his house that had been bombed, too. Germans were repairing it for a barracks for occupation forces.

"The Germans we put to work down there, work as they work no place else—they never lose a second," the guard said. "Why—because they can see the eagle's nest from there."

It is true that it is almost impossible to find a German in Germany who ever admits being a Nazi. From these two incidents, it would seem to be true also that the spirit of Hitlerism is not dead in Germany. That is why the things that remind the people of Hitlerism at the height of the fuehrer's glory may have to be destroyed so they will not become symbols of that spirit which has to be done away with if a new Germany is to come out of the war.

Fire Fighters Are Just  
That and Nothing More

ST. LOUIS. — Mrs. Ralph Crowder almost solved the problem of getting in the fruit crop.

A large and productive tree in her back yard was laden with apricots. Unable to cope with the harvest herself, she called the fire department.

"There's an apricot tree in my back yard—" she told the fireman who answered the telephone. But the connection was cut off and a few moments later Mrs. Crowder was startled by the arrival of a ladder truck, which roared to a stop in front of her home.

"Where is that tree?" one of the firemen asked breathlessly. When he was told that Mrs. Crowder was offering to let the firemen pick fruit, he shook his head.

"We have no time to pick apricots," he explained. "There might be a fire somewhere and it would not look well for the fire department to be up in a tree picking fruit."

1,345 Calories New  
Diet Fixed for Reich

WIESBADEN, GERMANY. — The American military government trimmed the average German civilian ration for the next four weeks to 1,345 calories. The average civilian ration in September was 1,480 to 1,800 calories daily. Normal minimum health requirements are 2,000 calories a day.

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MERRY CHRISTMAS

A  
tiny  
seedling  
nestled warm  
and cozy in its  
little bed. It lay all  
safe from any harm, and  
sleptily the seedling said:  
"Some day I'm going to be a  
tree just keep a watchful eye  
on me!" And so the tiny seed-  
ling grew. The falling rain-  
drops helped it so; the sun  
shone down and warmed  
it, too, and made it  
grow and grow  
and  
grow  
and  
grow  
till  
tiny  
children cried  
with glee, "Oh!  
see the pretty  
Christmas Tree."

AND A HAPPY NEW YEAR

Poets Corner

My Little Policeman

Listen be quite,  
I hear my baby boy playing po-  
liceman tonight.  
Yes there he goes with his little  
gun,  
Pretending there's a burglar un-  
der the lounge.  
Bang, a waisted shot.  
The burglar escaped to another  
spot.  
A call for help, his big brother  
joins the fun.  
They soon had the burglar on the  
run.  
Where he escaped to I know not,  
But I'm not afraid, oh! gee there's  
another shot.  
As I lay there so still and quite,  
I wondered if the burglar got  
away in fright.  
Soon they were coming back up  
the stairs,  
I heard them laughing they had  
caught a pair.  
No, now I'm not afraid to go to  
sleep,  
Because my little policeman is on  
his beat.  
—Mrs. Ernest Camp.

Bermuda has about 30,000 in-  
habitants.

Among the thousands of new  
synthetic chemicals from petro-  
leum is one that makes pineapples  
ripen faster.

In a raid against the Japanese  
homeland, it is estimated a B-29  
operating from an island in the  
Marianas consumed about 6,000  
gallons of 100-octane aviation  
gasoline on a single mission.

Oil fields of the world actually  
are graveyards of animals and  
plants which have been subjected  
to millions of years of heat and  
pressure beneath the earth's sur-  
face.

Almost three-quarters of Penn-  
sylvania-grade crude oil, source  
of high quality lubricating oil, to-  
day is coming by secondary re-  
covery from areas only recently  
regarded as practically depleted.



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GOOD WILL  
TOWARD ALL  
MEN

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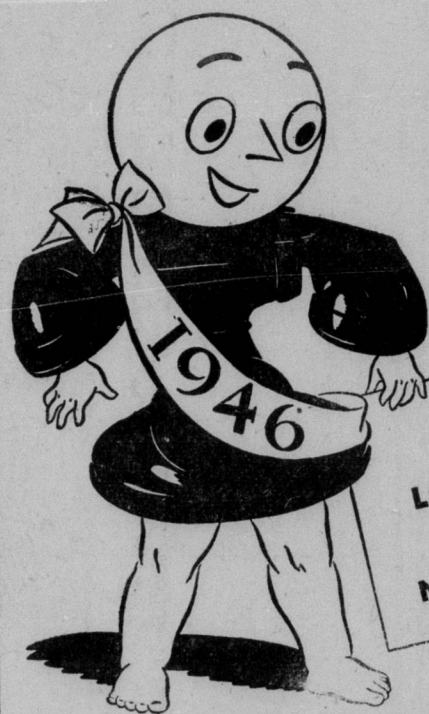
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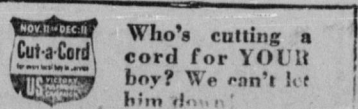
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boy? We can't let  
him down!