

# C LOUDBUSTER

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## The Lighter Side...

When somebody asked Bob Hope what he thought of Dorothy Lamour in a sarong, he said, "I never gave it a second thought. I was too busy with the first one."

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Appearances are deceiving. Many a girl who puts up a swell front in society is a flat bust at home.

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Anyone who thinks by the inch and talks by the yard ought to be moved by the foot.

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You can cure anyone of snoring by good advice, co-operation, kindness and by stuffing an old sock in his mouth.

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She: "She walks with a decided jerk."  
He: "Yes, isn't he?"

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Customer: "Have you a book entitled, 'Man, the Master of the Home?'"

Salesgirl: "The fiction department is on the other side, sir."

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Figures may not lie, but girdles keep a lot of them from telling the truth.

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Papa Robin: "What's this strange-looking egg doing in our nest?"

Mamma Robin: "Oh, I just did it for a lark."

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"She was always beefing and he was always stewed."

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The young kindergarten teacher bowed effusively to a gentleman on the streetcar and then realized that he was a total stranger.

"Oh, I beg your pardon," the teacher stammered. "I mistook you for the father of one of my children."



Jet propulsion and gas turbine power in a few years may enable airplanes to keep pace with the sun and make time stand still. John Victory, secretary of the National Advisory Committee for Aeronautics, recently reported that from scientific data already available it is believed that eventually jet-propelled airplanes may be able to start from New York at 12 noon and fly across the country with such speed that they will arrive at Los Angeles also at 12 noon, Pacific Coast Time.

### Shorter Runways

Otto C. Koppen, professor of aeronautical engineering at the Massachusetts Institute of Technology and designer of the spin-proof Skyfarer, thinks that the solution to the runway length problem for big airliners of the future may be arresting gear.

"There isn't any reason why cables similar to those used on Navy aircraft carriers can't be used on airports," Koppen told a Boston audience, adding that jet-assisted take-offs and catapulting also have commercial air transport possibilities.

"Will the passengers object? They won't," he declared. "I don't think airports will have to acquire thousands of acres to accommodate sky liners of the future, if there is a reasonable substitute."

### Really Now, Lady!

Continental Air Lines reports that a woman passenger recently complained at the end of a Denver-San Antonio flight that the chewing gum which the hostess had given her to lessen ear discomfort at high altitudes was "too sticky." It seems the passenger chewed the gum well, divided it, and inserted half a waad in each ear.

### Personal Automatic Pilot

An automatic pilot, low in cost, simple in design, and requiring very little servicing will be available for post-war personal planes, according to William P. Lear, president of Lear Avia of California, Inc. "Cross country flight is a great relaxation if somebody else flies the plane, yet we can't all afford to have co-pilots," he says. "When the automatic pilot comes you can get the airplane squared away on its course, then read maps, do your navigation, or listen to a radio program, occasionally checking on your general position. You will have plenty of time to do it under conditions without stress that you get when you have both to fly the aircraft and navigate it."

## Another Good Reason

(The following is based on an article written by Lt. (jg) H. E. Gaines of NAS, Miami, and is being circulated by the War Bond Officer of the Sixth Naval District.)

A recent survey was made in the NAS, Miami, War Bond Office concerning plans of naval personnel after the war. A large percentage wanted "a little business of their own." The first question the bond officer asked these future businessmen was, "How do you intend to finance the enterprise?" They all gave just one answer, "The G. I. Bill of Rights which promises to aid veterans." They knew that under this bill the government guarantees 50 per cent of business loans up to \$4,000.

Thus, a great many in the service, both officers and enlisted men, believe that all they have to do to secure such a loan under the G. I. Bill of Rights is to show any bank their "dog tags." Sad to relate, this is not true!

### Good Credit Standing Necessary

Under the G. I. Bill the government guarantees half of the loan whether it is for \$100 or the maximum of \$4,000. The interest rate is 4%, with the first year's interest paid by the government. All loans must be paid in full within 20 years.

Just the same as any other business loan, you must demonstrate to the lender that you have a good credit standing and an ability to operate the business profitably. As the banks will make only 4% on this loan, a lower rate of interest than was ordinarily paid for business loans, they will make quite certain not to lose their 50% unguaranteed half.

\*\*\*A man has to be a good salesman to convince any banker, or any lender for that matter, that he is worth a risk of \$2,000. \*\*\*Reports show that well over three-fourths of all new business ventures fail within the first year.

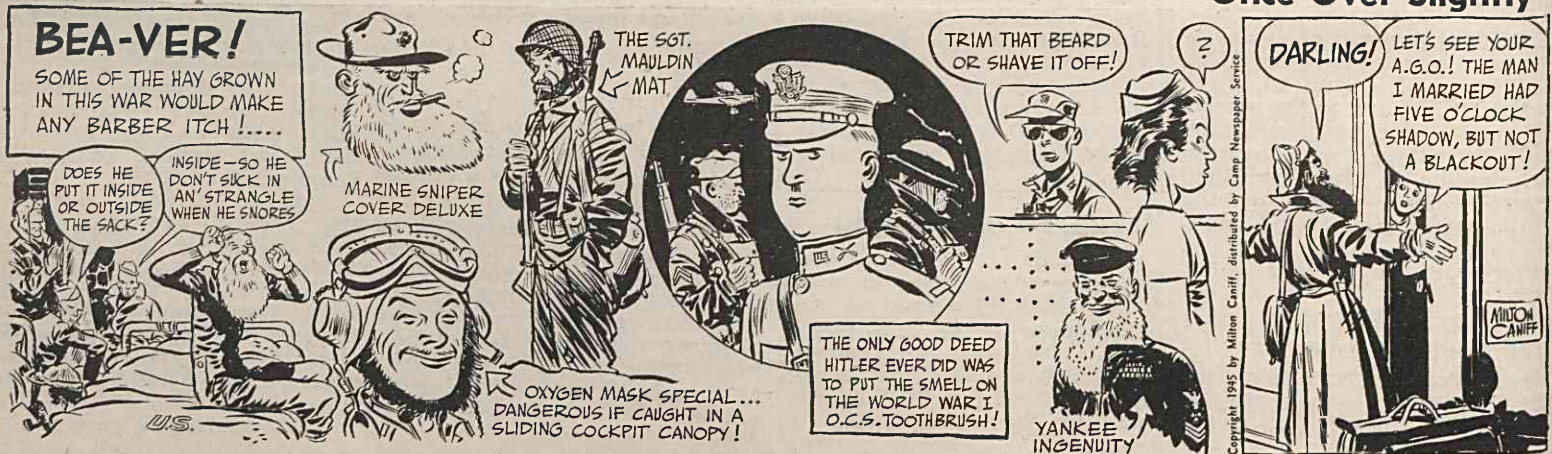
We have interviewed bankers and asked just how a veteran with no previous business experience or credit rating could get a loan. If the veteran had saved some money during his years in service, the average opinion was that he would be a good credit risk. In their opinion, the best demonstration of ability to save is through salary deductions such as the War Bond Allotment plan.

\*\*\*Very few persons would miss a small monthly deduction. Perhaps this small investment some day will mean the difference between the veteran being a successful businessman or making only \$18 or \$20 per week with his "nose to the grindstone."

Sign in Ship's Service: Hats altered to fit any promotion.

## Male Call

by Milton Caniff, creator of "Terry and the Pirates"



## Once Over Slightly

