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These sets of dishes or table ware are not cheap ones but are the best ware we could buy, next to genuine china. We have them in the office at Danbury. Come in and see them.

The Danbury Reporter

DANBURY, N. C.

LEARNING TO FLY IS EASY

Elliot W. Springs, of Fort Mills, S. C. Says It Is No Harder To Do Than Driving An Automobile — Women Learn Easier Than Men.

Elliot White Springs, an experienced aviator of Fort Mills, S. C., in a recent interview said that learning to fly doesn't require the difficult and tedious instruction the army led people to believe during the war. "I can teach any normal individual between the ages of 16 and 60 to fly a plane in 10 hours of good weather."

Mr. Springs explains his system thus:

"I take the pupil up and joy-ride him for 15 minutes. Then I make him put his hands on the other set of controls and his feet on the other rudder bar, while I maneuver the plane. He then sees that if he wishes to swing the nose of the plane to the right, he pushes with his right foot; that if he wants to depress the right wing, he pushes the control stick to the right, and if he wants to pull the nose up, he pulls back on the stick. That's no more difficult than teaching Junior how to guide his kiddie kar.

TEACH 'EM TO FLY.

"Then I turn the rudder over to him and let him steer the plane. I do all the rest and just let him work the rudder. As soon as he is able to keep the plane pointed at a spot on the horizon I let him put his hands on the stick and keep the nose. The pupil flops around the sky until he gets the hang of keeping the ship level, and the first lesson is ended in about an hour and a half.

"The next time he makes a few gentle turns, does a few stalls and learns to glide down with the motor off. In four hours he is landing the plane, with a bit of advice from me, and in six hours I am a passenger and let him practice until he has the confidence and technique to go solo. Ten hours is plenty. I've known men who went solo in two hours, and some that took 40.

"The flying schools base their tuition on 10 hours' instruction. My experience has been that people who have had musical training pick it up quickest. They have already been trained to co-ordinate mind and body.

TWO GOOD METHODS.

"The hardest kind of pupils to instruct are those who know more about it than I do. I usually dive suddenly, and pull up sharp a few times, and beat their brains out on the top wing. Some instructors prefer a lead pipe but it's hard to make that look accidental.

"The most difficult thing to master is landing the plane. If you want to stop a car, you cut off the power and put on brakes. If you want to dock an ocean liner, you turn off the steam and whistle for a tug. But a plane must be taken from one medium of support and placed in another at a high rate of speed. That's not easy.

"The wings do not get enough pressure to lift the fuselage until the speed reaches a certain point, which is about 35 miles an hour for light pleasure planes and 70 miles an hour for heavy military planes. To get this speed, the plane must run along the ground. Hence the need for a long open space.

BRAKES ON PLANES.

"The plane must be faced into the wind to prevent side pressure, so the field must be square for use in changing winds. To land after a flight

the plane must be brought within a few feet of the ground at the moment the speed drops below the stalling point and the wings no longer support its weight. The transfer from air support to ground support is then made and the plane runs along the ground, gradually losing speed. The length of the run may be reduced by the use of brakes, but they are a very recent development and still in the experimental stage. I am trying them out now but will withhold my opinion until it's worth something.

"Let us say the plane we are flying lands at 40 miles per hour—which means that the air will not support the wings at a speed less than that. I must teach the pupil to get the plane within a few feet of the ground when the speed drops to 40 miles an hour, and still have room enough ahead of him for the plane to stop rolling. It sounds harder than it really is, and I can teach you to do it more easily than I can tell you the process.

TENDENCY OF PUPILS.

"One tendency of pupils is to come down too slowly when they are trying to land. They let the speed fall below 40 miles per hour and the plane begins to fall. It will fall until the speed rises above 40; but if it hits the ground in the meantime—there ends the first lesson. Having done that once, the pupil then goes to the opposite extreme and comes down too fast.

"If he comes down at 70 and levels off to run across the ground the plane will have enough speed from the momentum to take off again. Whereupon he is no better off than he was before. Or perhaps he will bounce when his wheels touch at this high speed, and the plane will fall with a crash. This won't hurt anybody but it will play havoc with the plane.

"Or, again, he may make a nice smooth landing and then find himself confronted with a ditch or a barn or a fence or a group of interested spectators. The ditch or the barn or the fence will wreck the plane, and it's still against the law to kill spectators, though I don't see why.

"I suppose I have seen a thousand bad landings made by pupils and corrected in time by instructors without doing the slightest damage. I have seen at least a hundred accidents in landing after the pupils went solo, but I have never seen anyone seriously injured while making a landing on an airdrome. Most fatal accidents are caused by an unpremeditated contact with terra firma."

DANGEROUS FLYING.

Stunt flying and exhibitions are blamed by Mr. Springs for many of the fatal accidents.

The aviator said he had put on more than 50 stunts for various organizations and had never asked for a penny, even for expense.

He explained how he converted a cotton field near his home into "an airdrome" and how he flew a \$1,000 plane for four years, covering 25,000 miles, and sold it for almost as much as he paid for it.

Women make the coolest fliers, Mr. Springs contends. He finds they never seem to bother about anything but keeping their skirts down, "but I have never left the ground with a man who wasn't visibly uneasy." Mr. Springs says his wife has been flying for years, and the only time he ever saw her frightened was when she saw a caterpillar in the cockpit.

The ridge method of cultivating tobacco is best; the roots must have plenty of air.

\$36,474,774 IS STATE'S INCOME

Revenue Collected on Basis of \$12.87 Per Capita; \$17,120,608 In S. C.

Washington, June 13.—Total revenue receipts for North Carolina during 1926 were \$36,474,774 or \$12.87 per capita, according to a summary of the state's financial statistics published by the United States department of commerce today.

This was \$14,950,943 more than the total expenses of the year, exclusive of the payments for permanent improvements, but \$329,262 less than the total payments, including those for permanent improvements.

These payments in excess of revenue receipts were met from the proceeds of debt obligations.

M'Lean Hopes For Tax Cuts

Raleigh, June 13.—The huge surplus which has accumulated in the general state fund during the past two years, will be reflected during the next two years by a lessening of the ad valorem tax burden in many of the counties of the state, Governor McLean said tonight.

This easing of the tax burden will be brought about on account of the fact that the general assembly authorized a large portion of the potential surplus of \$1,700,000 to be used in increasing the school equalizing fund.

HELPS SCHOOLS.

This fund distributed among the majority of the counties in the state helps the counties to support their schools and thus either lessens the county tax rate for schools, or enables the counties to provide better schools without an increase in the tax rate, the governor said.

The last general assembly increased the equalizing fund from \$1,500,000 to \$3,500,000. This increase just about takes care of the state's expected surplus.

SURPLUS.

Governor McLean said that he expected a small surplus in the general fund on June 30, 1929.

The state's credit balance or surplus May 31 was \$1,361,347.11, the combined report of the treasurer and auditor released today showed.

Heavy expenditures cut the credit balance down by almost two million dollars in May but May this hrdlufwyp-afobanoth much money usually paid out by the state in June was paid in May this year and therefore June expenditures will be proportionately less.

WAS TORTURED BY RHEUMATIC PAIN

Found help at last in simple home treatment

How an obstinate case of rheumatism was given relief by a simple home treatment is told in this letter from England.

"I am at times quite crippled from rheumatism," writes Mrs. E. M. Ross of 50 Combes Grove, London. "After one application of Sloan's Liniment, I find comfort and can move with ease. I apply Sloan's lightly and in a short time the pain goes."

Sloan's gives real relief because it doesn't just deaden the nerves. It helps your body to throw off the cause of the trouble.

Just pat a little Sloan's on lightly. A healing tide of fresh, healing, germ-destroying blood is sent tingling through the aching place, and pain, swelling and stiffness are quickly relieved. So clean, pleasant and easy to use, too. Get a bottle today. All druggists—35 cents.

**Sloan's
Liniment**
KILLS PAIN