

THEY CHEATED DEATH

Twenty-Five Aviators Owe Lives to U. S. Army's New Parachute

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Dayton, Dec. 4.—Twenty-four men and a woman are walking the earth today when they should be dead.

A little package of folded silk and cord is all that stood between them and destruction.

Each one, dropping like a plummet through empty space, pulled a little brass ring and turned a handle to plunge to instant death into a gentle glide to safety.

These 25 are aviators who were saved by the U. S. Army parachute—a development that adds a new thrill to flying but, at the same time, reduces the risk.

McCook Field developed this parachute, and it is proud of it. The field records here give the details on the 25 lives it has saved. The officers tell you proudly that England has scrapped its own parachute in favor of the McCook Field type.

It was over five years ago that the first life was saved by one of these devices. The tabulation, of course, does not include test jumps, but only cases where it was a case of use as parachute or die.

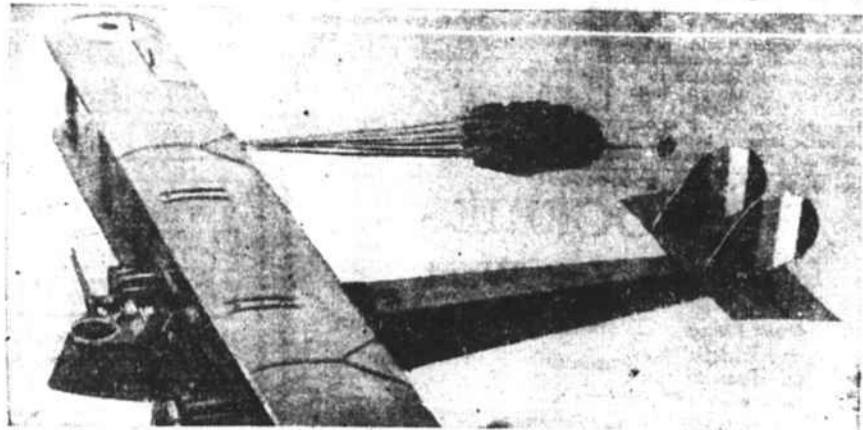
W. C. O'Connor came to the field here to demonstrate another type of parachute. He was taken aloft by an army aviator, with his own parachute strapped to his back. Before he jumped, however, officials here insisted that he also wear an army parachute. Reluctantly he consented.

At 2,000 feet he jumped. Down he dropped like a stone, trying frantically to get his own parachute to open. It wouldn't. When he was a scant 500 feet from the ground he pulled the cord on the army parachute. It opened at once and he descended safely.

The official records of parachute jumps read like fiction.

Lieut. H. R. Harris, for example, took up a new monoplane for a test flight. At a 2,500 foot altitude—a bad place for accidents—a wing gave way. Harris stood up and pulled the cord on his parachute. It opened, he was blown clear of the plane and descended gently to a grape arbor, while his plane fell with a crash that could be heard halfway to Cincinnati.

Lieut. Five Fall Him Harris maintains that it is highly pleasant to make a



parachute jump.

"You jump out of the plane and have no sense of speeding through space, except for the difficulty in breathing," he says. "Your arms and legs are absolutely free, body action is not hindered in any way. You just sort of rest in the wind."

"When the chute opens you feel a jerk, but it is the most pleasing jerk a fellow ever had. Then you fasten your eyes somewhere near the center of the chute, to avoid the swaying motion that makes a fellow sick, and just float down."

But he admitted that it's mighty thrilling, anyhow. When you land, he explains, you strike the ground with a force equivalent to what you would feel if you jumped from a six-foot elevation.

An exhibition jumper named G. Bottomfield last year went up at Kelly Field, Texas, to edify a throng with a "leap for life." He wore five of his own parachutes. Just before he went up the Army officers got him to add an Army parachute to his equipment.

He jumped at 4,000 feet. One after another, he pulled the cords on his own parachutes. They had become entangled with one another and not one would open. The Army parachute saved him.

Only 150 Feet
Walter Lees, veteran civilian



Above, an aviator letting his parachute pull him from the wing of an Army plane. Below, the parachute opening.

But Lees had to jump when his controls jammed at an altitude of only 150 feet. He made it in safety.

Lieut. John A. MacFready, hero of the non-stop transcontinental flight, is the only aviator known to have made a parachute jump at night. When his engine went dead at 5,000 feet, he jumped into the darkness. His parachute opened safely, and as he glided down he saw his plane burst into flames and drop down like a plummet beneath him.

Usually when two planes collide in mid-air it means certain death for both pilots. But parachutes saved Lieut. C. D. McAllister and Cadet C. A. Lindburgh, at Kelly Field, early this year when their planes came together 5,000 feet up. Both landed without injuries while their planes fell and were broken to fragments.

Lindburgh made a second leap for life less than four months later, coming down from 2,000 feet after his controls jammed.

The one woman to be saved by

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a parachute had as thrilling an experience as any aviator that ever lived. She was Mrs. B. E. MacFarland, and she went up at Cincinnati in June, 1925, to make an exhibition jump with her own parachute. When she jumped from the plane the cords of her parachute became caught in the landing gear and she swung suspended beneath the plane.

Cuts Himself Loose

Fortunately she wore an Army chute as an added precaution. So she cut the cords of her own parachute, opened the Army one and came floating down to safety.

Most exciting of all, however, was the leap taken by Lieut. Leonard S. Flo at Selfridge Field, Michigan, on November 11 last. Flo had to jump at a 400-foot altitude when his motor stalled—and then he couldn't find the ring to open his parachute!

Down he dropped, head first—with only 400 feet to fall! He searched and fumbled desperately—and just 150 feet from the ground he found the ring, opened the chute and came down safely.

These are just a few of the stories they'll tell you at McCook Field.

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MUCH LEARNED IN RADIO TESTS

Reports Covering Entire Year Give Many Interesting Observations

By ROBERT MACK

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Washington, Dec. 4.—The opinion has been expressed that listeners living near a broadcasting station are not able to hear the signals as well as listeners living at greater distances has been verified by a year of actual tests conducted by the Bureau of Standards on the signals of KDKA, Pittsburgh. According to the report on the tests, conducted by C. M. Jansky, Jr., and made public today, there are points lying somewhere between one hundred and two hundred miles from the station, at which the signals are actually less reliable than at greater distances.

Other interesting facts concerning the phenomena of broadcast signals gained through the study, which included 8,500 reports made by 101 observers between August 1, 1924, to August 1, 1925, are the following:

- 1.—The worst atmospheric conditions were found to occur in June and the best in February, with the next best months in the following order: March, January, November, December, May, October, April, August, July and September.
- 2.—The worst fading was encountered in October, and the best in February with the fading increasing in the following order: April, July, March, June, January, November, August and September.
- 3.—That other broadcasting stations form the great obstacles to reception, with atmospheric fading and other phenomena following in that order.
- 4.—That inference from other receiving sets is worst in April and scarcely noticeable in July. The best month of the year for the weakest listener is February although on occasions in other months reception was generally better than certain times in winter months. The tests in which the data is based form the most extensive study of broadcast signals yet attempted in any part of the world. The observers were stationed at distances up to 450

miles from the KDKA transmitter and reports made that included, practically every phase of signal as it was varied. During the tests KDKA operated with an average of one kilowatt in its antenna and on wave lengths of first 360 and then 316 meters.

In commenting on the phenomena which was noted between 100 and 200 miles from the transmitter, where at certain points, reception was found to be unusually unreliable, the report states that facts indicating this theory were noted in preliminary tests made on both KDKA and on WJLB, the station operated by the University of Minnesota, on 485 meters.

A second interesting comment is to the effect that, with the allocation of all stations changed from the 360 and 400 meter bands on which all stations operated until May 1923, a very noticeable decline in interference from other stations was noted.

The tests were continued from August 1, 1923 to August 1, 1924 and the report on the findings for this period is in the process of preparation.

SHOES OF OSTICH

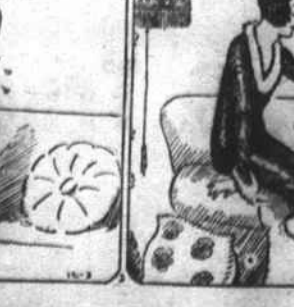
Boston, Dec. 4.—Shoes made from ostrich skins are being featured in the windows of one of Boston's large department stores. They are said to be as strong as calf skin of soft russet color, with a peculiar grain and dots that stand in relief.

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Your merchant, the one who has extended you credit, is deserving of first consideration when you cash your Christmas Savings Check.

Your Christmas Savings Check affords an opportunity to prove your good will and place your account in good standing—it presents the one big opportunity to prove beyond a shadow of a doubt that your intentions are above reproach.

You undoubtedly realize that your standing in the community is largely judged by the manner in which you meet your obligations—of course there is another angle to the situation; namely, are you treating your merchant fairly?

When you opened a charge account you agreed to pay your bill when it became due—no provision was made for extension of credit; for that reason alone you should provide for the payment of your account from your Christmas Savings Check

The local bureau is compiling a revised credit file which will be in use after January 1. Pay your bills now and get your rating right on the records.

Retail Merchants Bureau

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