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"Fly" Says Bill

— 180 Degree Side Approach —

The 180 degree precision landing
is a landing made on a designated
spot, following an approach which
describes half of a rectangle.

The maneuver is begun when the
plane is directly opposite, and to
the side of, the spot.

The plane is glided down wind,
and a turn of 90 degrees is made
so that it is flying directly cross-
wind. Then another turn of 90 de-
grees is made and the plane is
glided into a normal landing.

This is a particularly valuable
maneuver, since it is the approach
often used in forced landings.

Your flight path or pattern over
the ground depends on your alti-
tude and on wind conditions.

The higher you are the farther
you will glide.

The stronger the wind, the short-
er your path over the ground will
be when headed into the wind,
and longer when headed down-
wind.

Since you will be making these
approaches from a relatively con-
stant altitude of approximately 600
feet, the important factor is the
wind. Your problem therefore is
to adjust the length of the "legs"
of your approach so that your glide
will be ended and the landing made
just before the designated spot.
The down-wind leg

If the wind is weak, this leg
should be longer; thus your cross-
wind leg will be flown farther
from the spot. If the wind is strong,
your down-wind leg should be
shorter, and your cross-wind leg
will be flown closer to the field.
The cross-wind leg

At the beginning of this leg is
your key position. From this posi-
tion you estimate how far the plane
will glide, and then decide what
you must do to land at the intended
spot. If, because of your height
and distance from the field, you
think your glide will be too short
to hit the spot, you can make your
turn into the field sooner.
The final approach.

After the turn into the field is
made, concentrate primarily upon
making the landing. Since a nor-
mal glide must be maintained, the
question of whether or not you hit
the spot has already been decided
by the nature of your flight pat-
tern on the first two legs.

Remember.
The precision of your landing de-
pends on the first two legs, which
should be approximately equal in
length.

Keep a sharp lookout ahead and
below for other planes.

Keep in mind constantly your
position in the air in relation to
the spot at which you want to
land. This is the only way in
which you can judge the length
of glide necessary, and the point at
which you turn into the field.

Don't select a definite spot or
object on the ground as your key
position. Rather, the key position
is a specific point in your flight
path. After all you may want to
use the 180 degree approach on a
strange field some day.



When Weather Is Sizzling, Try Mint Ade
(See Recipes Below)

Refreshing Drinks

For a simple meal at home, for
that brief stop in the afternoon when
you want to re-
lax and cool off,
or for a light
company snack,
there's nothing
quite like the
cool, frosty drink.
Whether you are
a husky eater or
a dainty snacker,
you'll want to keep these refresh-
ing recipes on file for these hot,
summer months.

One woman I know keeps cool
drink ingredients on a special cor-
ner in the pantry so the beverages
can be ready at a moment's no-
tice. She also keeps dainty cookies
on hand so there's always refresh-
ments if company comes or if the
children get especially hungry be-
fore dinner.

Cool drinks can fortify the diet
with both vitamins and minerals if
you use eggs, milk and fruit or
berries. But not only will they be a
toast to health, for they provide that
restful relaxation that is so essen-
tial to well-being.

If you want to get fancy with be-
verages, make colorful ice cubes by
using fruit juice and water in the
ice tray. Or, drop bits of leftover
fruit in the ice trays before freez-
ing.

Glasses can be garnished with
mint leaves, lemon or orange slices,
puffs of whipped cream or me-
ringue. The rims may also be
dipped in beaten egg and a bit of
sugar to give them that delightful,
frosty look.

For beverages that add nourish-
ment as well as sparkle, consid-
er these milk, egg and fruit drinks.
See that the children get some of
them often:

Fruit Float.
(Serves 4)

- 2 eggs, well beaten
- 1/2 teaspoon salt
- 1/2 cup sugar
- 1/2 cup water
- 1/2 cup raspberries or straw-
berries
- Juice of 1 orange
- Juice of 2 lemons
- Cracked ice

Combine eggs, salt, water, sugar
and berries. Mix
to dissolve sug-
ar. Add orange
juice and lemon
juice. Beat or
shake thoroug-
ly. Pour into tall
glasses half filled
with cracked ice.
Garnish with a
few whole berries.



LYNN SAYS

Quickie Lunches: Broil liver
sausage slices just slightly, serve
with creamed lima beans, sliced
tomatoes, fruit and milk and
cookies.

Leftover ham can be creamed
with peas and served with shred-
ded carrot and raisin salad,
peaches and cream and a be-
verage.

Don't forget a dish of garden
vegetable soup makes a well-
balanced lunch with toasted pe-
anut butter or bacon and tomato
sandwiches.

Pork sausage links are awfully
good on baked potatoes with
cream gravy. A light salad of
lettuce, fruited gelatin and milk
tops off the meal.

Spanish Rice can be made
quickly and served with a few
strips of broiled bacon, a chopped
vegetable salad, floating island
pudding and a beverage.

When you're serving frankfur-
ters on a bun, spread the bun with
mustard mixed with butter. Ac-
companiments: glass of tomato
juice, hot or cold, a chilled mixed
fruit salad and cookies.

LYNN CHAMBERS' MENUS

- Baked Corned Beef with
Mustard Sauce
- Potatoes with Cheese Sauce
- Horseradish
- Salad Bowl of Tomatoes, Celery,
Mixed Greens, Radishes
- Soft Rolls Beverage
- Raspberry Short Cake

Milk and Honey Nectar.
(Serves 1)

- 1/2 cup mashed banana
- 1 1/2 tablespoons orange juice
- 1 1/2 tablespoons honey
- 1 drop almond extract
- Pinch of salt
- 1 cup milk

Mash banana. Add fruit juice,
honey, salt and flavoring. Mix well.
When ready to serve, add cold milk
and beat with egg beater. Garnish
with whipped cream and serve im-
mediately.

Pineapple Mint Punch.
(Serves 6)

- 3 cups cold milk
- 2 cups cold pineapple juice
- 1/2 cup coffee cream
- 1/2 cup sugar
- 1 1/2 teaspoons lemon juice
- Pinch of salt
- 12 drops peppermint extract

Combine all ingredients in a shak-
er or beat with egg beater until
foamy. Pour into
tall glass; gar-
nish with a mint
sprig and serve
immediately.

For the adult
crowd, there are
an entirely differ-
ent set of be-
verages which are
certain to delight. Both of these
have coffee as a base. Do not use
leftover-from-morning coffee, but
make it fresh.

Brazilian Chocolate.
(Serves 4)

- 2 squares unsweetened chocolate
- 1 cup strong coffee
- 3 tablespoons sugar
- Dash of salt
- 3 cups milk

Add chocolate to coffee in top of
double boiler and place over a low
flame, stirring until chocolate is
melted and blended. Add sugar
to salt and boil 4 minutes, stirring
constantly. Place over boiling wa-
ter. Add milk gradually, stirring
constantly. Heat, then beat with
rotary beater, until frothy. Cool.
Pour over cracked ice and top with
whipped cream.

Iced Coffolate.
(Makes 1 quart)

- 1/2 cup ground coffee
- 6 cloves
- 1 4-inch stick of cinnamon
- Dash of salt
- 4 cups milk
- 2 squares unsweetened chocolate
- 1/2 cup sugar
- 1 1/2 cups flour
- 1 egg, well beaten

Add coffee, spices and salt to milk
and heat in double boiler until scald-
ed. Strain and return to double
boiler. Add chocolate and heat un-
til it melts. Mix sugar and flour and
add gradually to chocolate and cook
and stir until thickened. Then cook
5 minutes, stirring occasionally.
Cool slightly; pour over egg and
blend. Chill. Pour over ice.

Mint Ade.
(Serves 6)

- 1/2 cup white corn syrup
- 1/2 cup water
- 6 stalks fresh mint
- 3 tablespoons lemon juice
- 1 No. 2 can grapefruit juice
- 2 cups gingerale

Boil corn syrup and water togeth-
er for 3 minutes. Remove tips from
mint and crush stalks into the hot
syrup. Add tips and let stand for
30 minutes. Strain. Add lemon
juice and grapefruit juice. Chill
thoroughly. Pour over ice in tall
glasses and just before serving add
gingerale. Garnish with additional
mint and whole strawberries, if de-
sired.

Released by Western Newspaper Union.

**Program Of Modernization And Improvement In
Southern Railway System's Passenger Service**

A program of modernization and improvement in the Southern
Railway System's service, involving the re-equipping of four trains with
147 new lightweight streamlined passenger cars costing an estimated
total of more than \$15 million, was announced today by Ernest E. Norris
the railway's President.

The new equipment will include 59 all room sleeping cars, 8 room-
bar-lounge-observation cars, 4 room-bar-lounge cars, 13 diners, 35
coaches, 4 lounge-cafe-coaches, 6 lounge-bar-coaches, 4 baggage-
coaches, 4 baggage-dormitory, and 10 railway post office cars.

Mr. Norris said that the new cars "reflect the Southern's desire
to proceed as rapidly as possible with its extensive betterment pro-
gram the war interrupted.

We want to give our customers the finest service possible, but it takes
money to do that. With our present inadequate rates, and greatly in-
creased wage, fuel and other costs, it is impossible to make ends meet.
Thus we are looking hopefully to the Interstate Commerce Commission
for an early favorable decision on the railroad's petition for a 25 per
cent increase in freight rates. On that decision will depend how far
and how fast we can progress our improvement program, if at all.

The new cars now being acquired, Mr. Norris said, will increase from
47 to 194 the number of modern lightweight streamlined cars operating
over the Southern, and will be used to effect a major improvement
in the following trains: The Crescent, trains No. 37 and 38, operating
between New York and New Orleans, will be streamlined and converted
into an "all-room" train.

The Royal Palm, trains No. 3 and 4, operating between Florida and
Detroit, Cleveland and Buffalo, via Cincinnati, will be streamlined.

The Southerner, trains Nos. 47 and 48, streamlined all-coach train
operating between New York and New Orleans, via Atlanta and
Birmingham, will be newly equipped.

The Tennessean, trains Nos. 45 and 46, streamlined coach and sleep-
ing car train operating between Washington and Memphis, will also
be newly equipped. As a result, some of the streamlined equipment
now being used in the Tennessean, as well as in the Southerner, will be
diverted to other Southern Railway trains.

In making today's announcement, Mr. Norris pointed out that three
of the trains affected — The Crescent, The Royal Palm, and the
Southerner are operated over the tracks of five railroads, altogether,
in addition to the Southern. These five railroads, the Atlantic and
West Point, the Florida East Coast, the Louisville and Nashville, the
New York Central, and the Pennsylvania, will participate on a mileage
basis in the buying of the new equipment. The Southern's share will
be 101 cars costing more than \$10 million.

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