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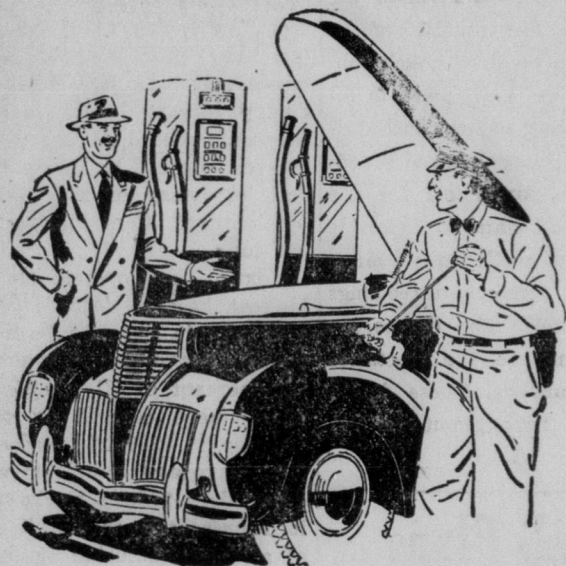
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"Fly" Says Bill

—Accidental Spins—
Accidental spins are demonstrated so that you may know what occurs when control pressures are applied incorrectly, and so that you may know how to make the proper recovery. You will be required to perform these maneuvers later; just now it is important that you know under what conditions they occur and how to sense their approach.

Spins From Climbing Turns:
If too much speed is lost in a turn, the action of the controls becomes the same as in an intentional spin. Remember that, in a climbing turn, the stick is back and possibly rudder pressure is being applied. If the plane approaches stalling speed (which is somewhat higher in a turn than in straight flight), you have very nearly the same conditions that result in an intentional spin.

Keep plenty of flying speed in climbing turns.
If you think you are climbing too steeply, reduce the angle of climb.

Spins From Skidding Turns:
Skidding in turns results in great loss of air speed. If the plane reaches the stalling point while a large amount of rudder pressure is being applied, the nose drops. This can easily lead into a spin.

Never try a turn without banking. (Except up high to test what has just been said!)

Properly coordinate rudder and aileron pressures when entering into and recovering from turns.

Spins From Too Shallow A Glide:
If the nose is held too high in a glide, flying speed is lost, the plane approaches a stall and the nose tends to drop. The natural tendency at this point is to try to raise the nose by pulling back on the stick. This results in a complete stall and the plane is on the verge of a spin.

When flying speed is lost in too shallow a glide (as indicated by a falling nose or "sloppy controls"), ease the stick forward to regain it.

Spins From Gliding Turns:
A turn attempted in too shallow a glide places the plane in a position very similar to the one encountered in a climbing turn with too little flying speed. The plane is approaching a stall and rudder pressure is possibly being applied. You can understand that the plane needs very little coaxing to go into a spin under these conditions.

Again, when flying speed is lost in too shallow a glide, ease the stick forward to regain it.

Spins From Steep Turns:
As has already been discussed, the stalling speed of an airplane in a turn is higher than in straight and level flight, and the steeper the turn, the higher is the stalling speed. Therefore, in a steeply banked turn, the plane will spin at an air speed far in excess of what is ordinarily considered safe. Especially in low-horsepower planes, it is very easy to turn so sharply that the air speed falls below the stalling speed and a spin will result.

Recovery From Accidental Spins:
Recovery from accidental spins is exactly the same as from intentional spins. Review the material on spin recovery.

When practicing intentional spins, pay particular attention to the sensations you experience just before the plane spins. Remember them and use them always as warnings.

Learn to recognize an approaching stall and you will avoid spins. These are the warnings:

1. Ineffectiveness of aileron and elevator control, as indicated by necessity for greater movements of stick to achieve results.
 2. Decrease in pitch and intensity of sound of air past the plane.
 3. Increase in "laboring" and vibration of engine when power is on.
 4. Glance at your air-speed indicator from time to time and make sure you have plenty of air speed for the maneuver you are flying. A few m. p. h. excess air speed is the best sort of life insurance. Even the best pilot cannot fly a plane below its stalling speed!
- Always Keep Plenty of Flying Speed.
The best way to recover from a spin is to avoid getting into one.

If you would train up a child in the way he should go, you must walk once or twice in that way yourself.

Let no ones errors offend you but your own.

Woman's World Boost Blouse Supply By Making New Ones from Old Dresses

By *Ertta Haley*

NO WOMAN ever has enough blouses, the most economical item in the wardrobe. If you have a skirt with a choice of two, three or even four blouses, you can always be sure of going about well dressed without giving the impression that you are always wearing the same clothes or operating on a limited wardrobe.

Most blouses require two yards or less of material, and they may be made from all sorts of material. In fact, the sky is the limit as far as fabrics for blouses are concerned. Many a woman with outmoded dresses or evening gowns can put together several blouses and give the impression of a brand new wardrobe.

Taffeta evening gowns make particularly attractive blouses. Since taffeta blouses are now popular, those outmoded gowns should now be taken out, overhauled, cut and made into something as usable and pretty as a blouse to give you an alternate for that new spring suit.

Any style may be chosen for taffeta blouses are seen in draped and tailored styles. They are cool and feel well under a wool suit. They are dressy enough even when you remove the jacket to your suit.

Fitting is as important in a blouse as in a well-tailored suit. Take a look at some of the handsome, expensive blouses in the stores and you will see what I mean. Notice that there are at least four tucks at the waist of the blouse, two on each side in both back and in front. In some styles you will find even more tucks to give that "nipped" at the waist look, and prevent too much fullness under the skirt.

Details are Important In Making Blouse

Another important detail which we are beginning to see more often in blouses is the deep dart right underneath the arm. This is used to get away from the flat-looking bust



If you have a taffeta evening gown . . .

and to give more attractive, fitted lines to the garment. Even if the pattern which you happen to be using does not show these darts, fit them into the garment after the shoulder seams are sewed and you are ready to fit these side seams. Then baste them in, press, and try on. You will see how much they do for the figure.

Darts are used plentifully on the blouse, as are gathers. In making the blouse, gather at the shoulders first, using very tiny stitches so that the gathering will be even. If the blouse has a yoke and an action back, make sure that the blouse is gathered, as at the shoulders, and basted carefully in place before sewing.

Another detail which is important in the blouse is the shoulders. A tiny basting stitch is run around the upper part of the sleeve, and this is used for making the small gathers which enable you to ease in



Make a crisp blouse.

the sleeve when you are ready to stitch it into place on the blouse. Most of the fullness is allowed on the top of the shoulders and the back. Make sure that no gathers are allowed underneath the arm, as this will make the blouse uncomfortable to wear.

Many types of shoulder pads are now available which will also aid in

Black Wool Crepe



A smart black wool crepe dress with a matching hood is modeled by Martha Vickers, now appearing in Warner Brothers' "The Big Sleep." The hand-crocheted pepum is of black chenille.

giving good lines to the blouse. The more expensive pads seem to cup the shoulder rather than pad it, and they are not so weighty as the stuffed ones. They may be used in several blouses.

Another type of pad now being made is attached to a net vest. This is designed to be worn underneath the blouse, and of course, it eliminates sewing pads in each blouse.

Still another solution to the pad problem is to use the taffeta itself. The pads, which need not be stuffed, since the material is stiff, will also match the blouse perfectly.

If you are fond of cuffs on the blouse, taffeta makes beautiful pleated cuffs. The pleats should be placed evenly and pressed and basted in place before sewing. Pay particular attention to the line or print of the material. Piping may also be used if you are fortunate in finding some that matches or contrasts perfectly with the material you have on hand.

If you are making long sleeves on the blouse, you will want at least two darts at the elbow to allow for freedom of movement. Sometimes patterns will call for only one dart, but it has been found best to make two small rather than one deep dart. The finished garment will also look much better.

It is always wise in making darts of this type to come to a sharp point. You can best guide your sewing if you will baste first. Always tie the threads on the inside—and do tie them firmly so that the dart does not come open later. It's much easier to sew them right the first time than to try to repair them later when they are sewed on the garment and you no longer have a flat working surface.

Home Sewing Hints

Just a word about patterns for those of you who do a lot of home sewing. If the tape measure around the bust reads 42, please buy a pattern in that size, not in a 38. The size of the individual is much better concealed in a correctly fitted garment, than one which is too small.

If the pattern must be altered, it is much easier to alter one that is too large simply by taking tucks in the pattern. If too small, the pattern must be slit, and this is much more difficult to do than taking in tucks.

Avoid over-sewing if you want the garment to look nice. Use the type of finished edge most suitable to your material and make this as neat as possible.

Good table space, good light and a place for the ironing board are among the essentials needed for home sewing. If it is not possible to have a sewing room, have all these items conveniently on hand when you do sew.

Spring Fashion Notes

Gray is a most popular color for summer wear. Gray chambray trimmed with white eyelet is exceedingly popular.

Delightful cotton eyelet is perfect for cool, short, street-length dresses. These can be dressy and sophisticated and need not look as though they were borrowed from daughter.

Scarf prints are worked into the bodice or scarf treatments in ingenious ways that bespeak a decided play of imagination. They are worn around the head like a little draped turban. Hoods are the plaything of designers who are creating scarflike affairs to wear in connection with new spring dresses.

Conservation News

By L. B. HAIRR

W. B. Gibbs of the Pleasant Garden community is well pleased with the pasture that he seeded last fall, and he plans to seed about forty acres more this fall.

When seeding a permanent pasture Mr. Gibbs uses a mixture of grasses and legumes which includes the following: Orchard grass, redtop grass, blue grass, white clover and annual lespedeza.

Mr. Gibbs has found it advisable to have a good seed bed in establishing a pasture and to use barnyard manure with lime and phosphate in fertilizing the pasture. He has spread sixty tons of lime and eleven tons of phosphate on a portion of his pasture, already this year and he plans to use sixty-five tons of lime and nineteen tons of phosphate on another portion of the pasture this fall.

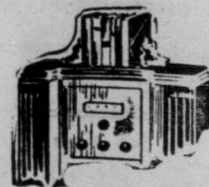
Mr. Gibbs has one hundred and eleven head of cattle, of the beef type, on his farm and he finds that good pastures are profitable in feeding his cattle.

S. E. Bingham and Glen Lunsford of Old Fort, Rt. 1, B. C. Williams of Marion, Rt. 2 and other McDowell farmers, with the assistance of the Catawba Soil Conservation district personnel, began last week to prepare the seed bed for their new pastures that they plan to seed this fall.

A. J. Wilkerson, of Marion, Rt. 2, seeded crotonia in his corn middles last week.

Mr. Wilkerson will use the crotonia as a late summer and fall cover crop and also as a soil building crop.

A missionary lead a man to Christ. He asked the newly saved man who Christ looked like. Like YOU, said the man. Can the world see Jesus in you?

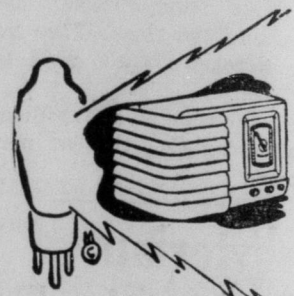


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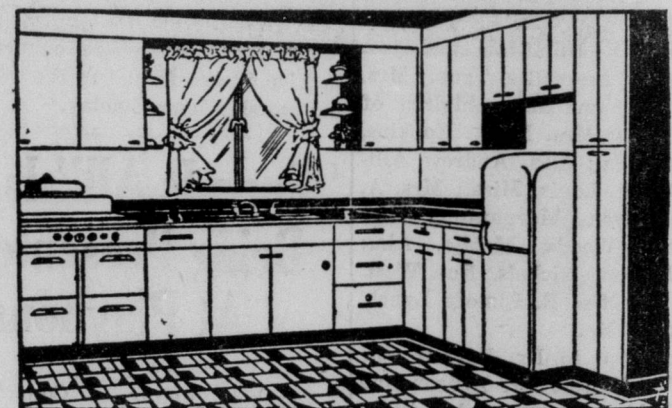
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