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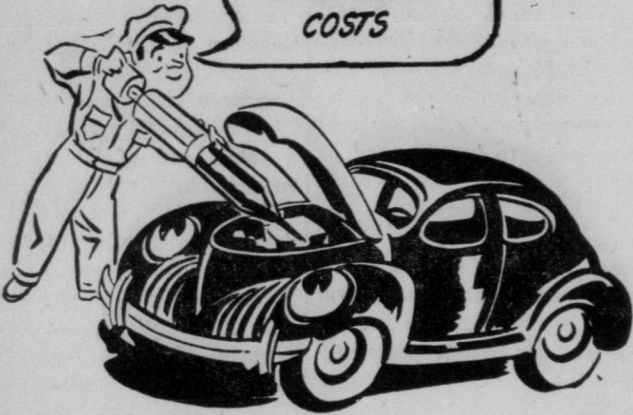
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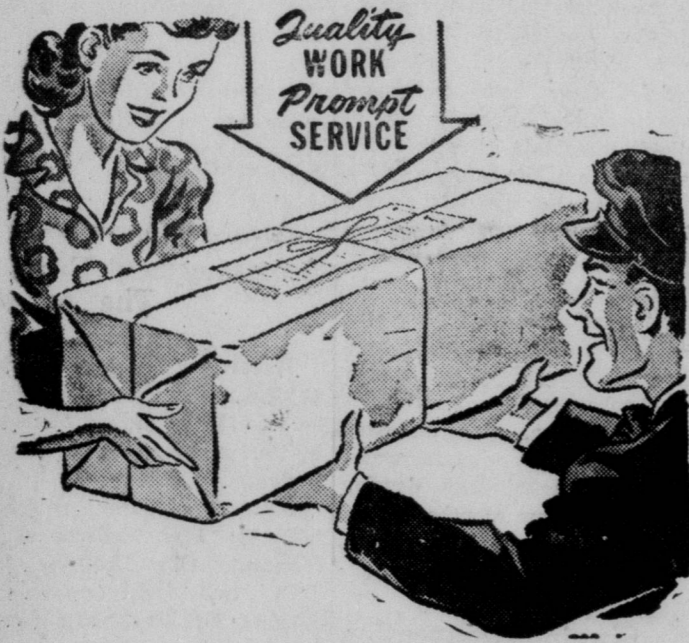
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## "Fly" Says Bill

—Cross-Wind Take-Offs—

You should, of course, always take off into the wind if possible, but it sometimes becomes necessary to take-off cross-wind. It may be that you will be in a small airport someday with only one runway long enough for a safe take-off. So the cross-wind take-off is included in the training curriculum.

You will be required to perform this maneuver only a few times. Your instructor will demonstrate and explain it to you, so that it is well that you be prepared to understand what he's talking about.

This take-off differs from take-offs into the wind in the following respects:

1. You attain a higher speed before actually leaving the ground, by keeping the tail slightly higher than normal. This is to insure that the plane will stay in the air once it has left the ground. The plane drifts after it takes to the air in a cross-wind take-off, and if it settles again while drifting severe loads are put on the landing gear.
2. It is usually necessary to lower the wing which is into the wind. You do this by using aileron into the wind.
3. Down-wind rudder is necessary to keep the plane heading straight on the ground, because the plane will tend to turn into the wind.
4. After the take-off, when you have gained about 50 or 75 feet of altitude, you may start a very gentle climbing turn (and into the traffic lane). After this, the procedure is the same as for a normal take-off.

Be especially careful of traffic in cross-wind landings and take-offs. Other trainees will not be practicing this maneuver at the same time and you will be taking off in a different direction than the regular traffic.

—Steep Turns—

A steep banked turn is one in which the bank is more than 50 degrees. Most training planes now used, will not hold their altitude in a bank of more than about 60 degrees, so the steep banks will be between 50 and 60 degrees, or the maximum for the plane you are flying.

Before the turn is started, check traffic and then open the throttle fully. (Maximum engine R. P. M.) The amount of pressure applied to the controls to begin and recover from steep banks is the same as the pressure used in all other banks. You merely continue them longer until the plane has banked the desired amount. However, as the bank steepens, more back pressure must be applied to keep the nose up. This pressure is progressively increased as the bank increases. It is not released when the aileron and rudder pressures are, but is held just as in a shallow or medium banked turn. Because of the overbanking tendency, as in medium banks, a slight pressure must be held on the ailerons in the direction opposite to the turn.

The degree of bank should be held constant during the turn. If a correction is needed, it should be made using coordinated pressure on the controls.

To recover from a steep turn, the pressure is applied in the opposite direction on rudder and ailerons, and as the bank starts to shallow out, the back pressure on the stick is gradually eased off to keep the nose level.

During the turn, the stalling speed of the plane is increased. Therefore, steep banks should be entered with plenty of air speed and this speed should be maintained throughout the bank. This is one of the reasons why steep turns should not be attempted near the ground especially without maximum (engine R. P. M.) power. Maintain a constant altitude throughout the turns.

Remember: Check traffic in all directions before starting the maneuver.

Cross-Wind Landings

Like take-offs, landings should be made into the wind whenever possible. However, there may some day be an obstruction on the down-wind side of the field that you are trying to land in, making a cross-wind landing necessary.

Cross-wind landings should be attempted only when the wind is rather gentle.

In some situations, only the approach need be cross-wind. After the obstacles which make the cross-wind approach necessary have been passed, and while the plane is still in the air, make a

From The Sylvania News

(Continued on page eight)

## Woman's World

### Quilted Bedspread Makes Fine Jumper for a Teen-Aged Girl

By Ertta Haley

Petticoat Ruffles

THOSE lovely quilted bedspreads of which we are so fond for dressing up our bedrooms begin to show wear after a few seasons. Perhaps it is a pity that the lovelier materials do not last longer, but do not despair. There's fine material in these bedspreads for quilted jumpers for the girl in her teens.

Quilted jumpers for the younger set are just the thing to wear for household duties. They keep the dress from getting soiled, and because of their loveliness, they often lend glamour to the menial tasks such as dusting or straightening up to which every girl must devote some of her time.

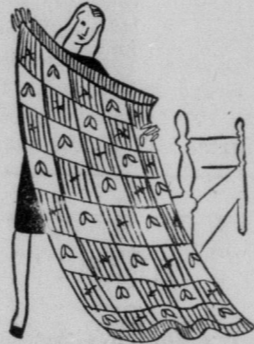
The principal function of these jumpers is to add a bit of color, gaiety and charm. For this reason, the loveliness of these old, worn-out bedspreads are truly ideal. See that the spread is well laundered and pressed before you begin working on it. In many cases, these spreads are just made of cotton, without little or no filler. If you are not certain of material laundering well, then have it dry-cleaned.

Patterns for jumpers are extremely simple to cut and easy to sew. They consist of a square neck, usually, perhaps a bit of ruffle over the shoulder, a nipped-in waist and seamless skirt.

By the way, if the bedspread has a white background with a print on it, you might like to dye it. Even though the background is an attractive pastel, the print will show through.

Essentials of Laying Pattern, Cutting

Before you attempt to cut the jumper from the material, make sure that the fabric is straightened out. Stretch and straighten the goods until both lengthwise and crosswise grains line up perfectly. Never pull so hard as to damage



If you have a light quilted spread . . .

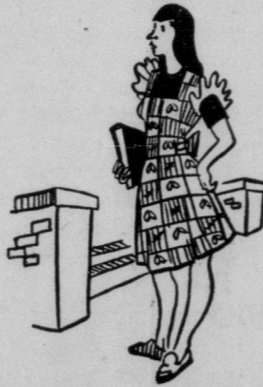
or tear the fabric. If necessary, press the fabric if you have a lot of cutting to do.

You will find chalk marks and tailor's tacks of inestimable value as a guide to sewing and fitting the pieces together. These should be made in contrasting color so they will be easy to find. Both sides should be marked in exactly the same way.

Before you start cutting, make sure that the pattern—whether it be a professional or a home-made one—fits. Then there will be no major alterations, once sewing and fittings are started.

It may be necessary to lay the pattern out several times before you can make it fit the material. This is especially true when you are making a garment out of old material, for then pattern layouts, which are made with new material in mind, will be of little help.

For the simple jumper which I have described, you will need only these parts: front bodice (made without sleeves); back bodice; back



Make a jumper from it.

of skirt and front of skirt—two pieces, since no gored or seam effect is desirable on this quilted type of material and then the two or three-inch band which will circle the waist. If ruffles or capped effect over the shoulders is desired, this will add two more pieces to the pattern.

Sew the shoulders together first, then the side seams. Finish the



A dress of sophistication with a hint of romance is made of strawberry chambray with ruffles of eyelet by Joan Norton Irwin.

skirt next, by stitching the side seams, then fit the skirt to the waist band and to the bodice, put in the placed effect over the sleeves may be added after the jumper itself is finished.

In a quilted material of this type, it is best to make the garment three to five inches shorter than the dress. No large turned seam should be used, as this will make the hem too bulky. Rather, it is best to use a narrow binding at the skirt and turn a little of the quilting underneath (so the band will not show on the outside), press carefully, and then hem in place.

Sewing Heavy Fabric Needs Special Care

It's the wise woman who will test her sewing machine on the type of fabric she is using before she attempts to do any sewing on the garment itself. It may be that the needle is too light or too heavy. Special attention should be given to the thread—remember that the bobbin and the needle should have the same type of thread! And last, but not least, check the tension on the machine to make sure you are getting nice stitches without any forcing or pulling. In ideal sewing technique, the tension, stitch and thread work is in such accord that they seem to flow out of the machine without any restraint. Every stitch should be straight and perfect.

In learning how to stitch straight, mark pieces of paper with straight lines, squares and triangles. Take the thread out of the machine and the bobbin out of the machine and practice stitching on the marked lines. Turn the corners accurately and keep spaces even.

Pockets may be placed on the jumper if desired, provided the material used is not so heavy as to make the finished garment bulky—appearing or stitching too difficult. The hems at the tops of the pockets must be placed in first before the pockets are placed and sewed onto the garment.

Stain Removal

One of the problems in the upkeep of clothing is the removal of stains. There is no single set of directions that can be given for success every time, because stains and fabrics vary greatly. Some of the general tips for stain removal, however, should be part and parcel of every woman's knowledge.

Stains should always be removed before they set in the fabric. Soap and water make an excellent solvent for many stains but will be harmful if the fabric will not stand water. Ammonia must be used cautiously as it may remove the color from certain fabrics.

Sheer fabrics like crepe and chiffon can stand but little sponging, so place an absorbent pad underneath them and pat the stain lightly with a solvent, following immediately with a dry cloth.

Lipstick, one of the commonest stains, should be removed by washing out, if possible. If the fabric is not washable try a white petroleum jelly and sponge with carbon tetrachloride, available at the drug store.

### Spring Fashion Notes

Dresses of pure silk are very simple indeed, probably because of the price of the material for one thing; and the other, because the lovely designs of the fabric look best in simple classic form. Black crepes are decorated with lace inserts. Chiffon seems to be ready to return to the fabric world, and shantung is being used for dress suits.

White pique is another trimming that is giving that crisp touch to spring and summer ensembles.

Gray and black are two important shades for suits this spring. The jacket usually carries the stripe, the dolman sleeves and a lacy jabot or neckpiece add smart notes to the costume. Hats will pick up the different shades in the suit itself.

### "Old Dobbin" Is Here To Stay Says, Sulky And Buggy Maker

MARION, O.—Who says the horse and buggy days are gone? At least they're not gone at Marion, where the world's largest maker of horse-drawn vehicles is deluged by new orders and is enjoying the biggest boom in its 42-year history.

The late W. H. (Bill) Houghton came to Marion and founded the Houghton Sulky Co., in 1904. Since then carriages by Houghton have become widely known in many parts of the world.

Today, 90 per cent of the sulkies on the harness racing tracks of America and the majority of the show horse buggies are made by Houghton at Marion.

The sulkies used in the movies, "Back Home in Indiana" and "David Harum," were made by Houghton and most of the small vehicles used by Ringling Bros., Barnum and Baily have the "Houghton" mark.

A complete buggy or sulky represents 90 days of effort on the part of a score of men. Every one of the 150 pieces that go into a racing sulky must be fitted by hand.

In prewar days, Houghton shipped sulkies and buggies to a dozen foreign nations. Recently, orders have started to come in again from Denmark and Brazil.

The English call the peanut a monkey nut.

The Pacific is the largest and deepest of the oceans, and with dependent seas has an area of about 55,000,000 miles—equal to the entire land surface of the globe.

The age of the universe, based on uranium content in meteorites and other sources, is estimated at about two billion years.

The prophet Mohammed was born in Mecca, Arabia, in 570 A. D.

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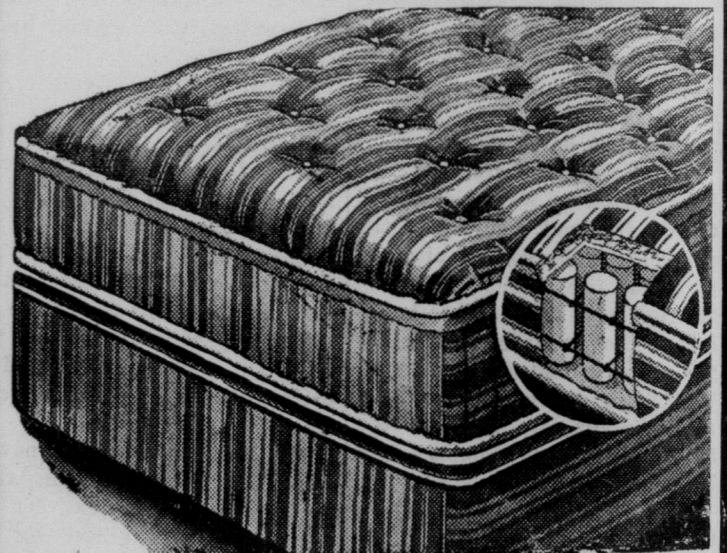
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- And Then It's Heaven Russ Morgan
- Under The Willow Tree Dick Haymes
- Something Old, Something New Lawrence Welk
- Why Does It Get So Late, So Early Rosalie Allen
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## Radio Homes Increases Yearly

The number of "radio homes" has increased 17.9 per cent over the past five years, according to figures released by the Bureau of Census in its Monthly Report of the Labor Force for November 1945. This increase brings the number of radio homes up to nearly thirty-four million and does not include any additions since the end of last year.

The Broadcasting Measurement Bureau, in interpreting these figures, relates that Massachusetts leads all states in per cent of radio ownership with 97.9. Rhode Island, New York, Connecticut and New Jersey trail slightly with ownership of 97.5 per cent or better in all cases. The greatest percentage increase, however, occurred in rural non-farm homes with a gain of 19.4 per cent followed by urban homes with 19.4 per cent and farm homes with 13.2 per cent.

Answers to the Census Bureau questionnaire also showed that 18.5 million homes had extra radio

sets. Nine million automobiles are equipped with radio receivers and the estimated total number of radio receivers in the U. S. is sixty million.

4,301,000 Homes Without Radios "Wired homes" are a prerequisite for the use of plug-in radio sets and are necessary for the existence or creation of a large radio and radio repair market, according to a Sylvania survey.

Of these 30,862,000 had radios and 1,702,000 did not. That leaves 4,628,000 homes with no facilities for plug-ins. Yet there are only 2,598,000 without a radio set. 2,030,000 homes have battery or portable sets. The report statistically concludes that there are 4,301,000 homes without a radio compared to the 32,892,000 homes with. And consider, that in each of these homes, a radio would be appreciated in the kitchen, bedroom and playroom as well as in the living room.

36.6 per cent of the nations' occupied homes are in the country and 20.2 per cent of them have no radios.