

Neighborhood Happenings

Items of Interest Gathered by Our Correspondents

Lake Creek News

(Enterprise Correspondence)

Myrtle Tohey, who is teaching at West Linn, attended the Older Girls' conference held in Albany the latter part of last week and also visited her mother, Mrs. John Gormley of this place.

Mrs. J. W. Morgan went to Oakland, California, last week to visit her daughter, Mrs. Jeanette Tycer.

Mr. and Mrs. Manlee Spores of Mohawk were week end guests of Mrs. Spores' parents, Mr. and Mrs. C. S. Williams.

Mr. and Mrs. Henry Brook were Sunday callers at the Lyman Palmer home.

Mrs. Marietta Palmer who has been spending the winter with her son, Lyman Palmer and family, expects to go to the home of her niece, Mrs. Lawrence Eagy this week. Mrs. Palmer's home is in California.

J. S. Nicewood and family visited at the N. H. Cummings home Sunday.

Spoon River Sparks

(By an Enterprise Reporter)

W. A. Falk and family and Richard Harding were Sunday afternoon callers at the L. R. Falk home.

R. E. Bierly visited his mother, Mrs. Mary Bierly at the William Pence home Sunday afternoon.

Gertrude Tarr of Salem and Doris Howard spent the week end at the W. R. Kirk home.

Mr. and Mrs. J. P. Templeton were Monday afternoon visitors in Albany.

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GUN CLUB IS BOOSTED UP BY GOOD SHOOTING SUNDAY

Win Two and Tie Two in Tight Contest; Three Straight Breaks

With weather conditions the near at perfect at any time since the beginning of the Oregonian Telegraphic trap shoot, the members of the Halsey Gun club went strong in their performance Sunday making several perfect scores.

The first five to the rail in the telegraphic scored two straights, and the second five got one with close seconds.

J. W. Drinkard found himself Sunday and his work was more in keeping with his ability. Tom Hoyer came out of his slump and made a clean score and W. L. Norton powdered a straight that left the cupboard as bare of unbroken crockery as Old Mother Hubbard's Dana Rossman whose marksmanship has not been considered dangerous heretofore, (at least by the Enterprise man) broke out all over with shooters itch and saved just two of his flock of 25 birds.

Here is what was done by some of the members:

Drinkard 25; T. Hoyer 25; W. L. Norton 25; Rossman 23; Morris 23; J. Cross 22; Moody 21; F. Gansle 20; E. Hoyer 20; Fuller 20. E. Cross 19; W. Norton 18; M. Koontz 18; F. Koontz 18.

Club	Won	Lost	Tied
Heppner	14	0	1
Portland	8	7	0
Salem	10	3	2
Coquille	13	0	2
Medford	11	0	4
Klamath	10	3	2
Roseburg	8	2	5
McMinnville	10	4	1
Bend	6	7	2
Echo	8	6	1
Pendleton	8	6	1
Halsey	7	6	2
La Grande	7	6	2
Enterprise	7	8	0
Monitor	6	7	2
Eugene	10	5	0
Huntington	9	6	0
Astoria	4	11	0
Bandon	8	5	2
Hillsboro	8	7	0

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Needy	2	12	1
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Siletz	1	14	0
Arlington	4	10	1
Toledo	2	13	0

Rankin After Endurance Record



The above picture shows the Ryan monoplane in which Tex Rankin, pioneer aviator of the Northwest, (on the right) will attempt to set a new world's endurance flight record. He will take off in the first week of April.

As a crime remedy, the public is generally offered a law prohibiting the sale of small arms to law-abiding citizens. The trouble with such laws is that they are contrary to the Constitution and the criminal pays no attention to them. The honest citizen if, however, harrassed with another prohibitive measure,

Frank Porter, a former well known resident of this city, but who is now living in Eugene, was visiting friends and transacting business here Saturday.

The Enterprise \$1.00 a year

Portland, Or.—(Special)—An attempt to set a new endurance flight record will be made by Tex Rankin, pioneer aviator of the Northwest, here in the first week of April. He will try to wrest the mark from the German aviators who set it last year with a flight of 52 hours and 33 minutes. A specially built Ryan monoplane, a duplicate of the ship which Lindbergh flew across the Atlantic, will be used in the attempt which is the first serious effort ever put forward by a North-western aviator to hang up a new world's record.

Rankin will take off from the new Swan Island field here in the month of the full moon, and will fly at a low altitude down the Columbia river to the Pacific ocean. He plans to cruise up and down the coast in the heavy air for the first 12 hours in order to reduce the tremendous load of gasoline he plans to carry. He has filled the wings and the fuselage with tanks holding approximately 600 gallons of gasoline, which he believes will be enough to hold the plane in the air for 60 hours. The ship when it takes off will weigh 6000 pounds, of which two thirds will be in gasoline, oil, and the weight of the two pilots.

A relief pilot from the Rankin School of Flying will accompany him on the trip. A small bunk on the top of the huge gas tanks in the fuselage will be the resting place of the off-duty pilot.

The situation is ideal here because Rankin will be able to keep the plane at low altitude in the heavy air during the first 12 hours when the ship is so heavily loaded that the flying is extremely hazardous. After that he plans to

mark out a 25-mile course between Oregon City and Portland and cruise for the rest of the time at an altitude of 1000 to 2000 feet. The average speed of the plane will be 90 miles an hour. This will be materially decreased near the end of the flight.

Ascending air currents are counted on to conserve gasoline. Rankin will feel out these upward air flows and by keeping the airplane riding on top of them will be able to throttle down the motor.

Rankin has studied endurance flying for the past eight years and he believes he has solved most of the problems. Elaborate tests will be made before he takes off.

The month of the full moon was selected so that the pilot will have full advantage of the light in case of emergency.

The new monoplane, equipped with a Wright whirlwind motor, will have all the modern instruments, including fog, wind and gasoline gauges of the most modern construction.

Larry Therkelson, Northwest governor for the National Aeronautical association, will have charge of the attempt so that the record will be official. A sealed barograph, or recording altimeter, will be used on the flight. It registers the altitude of the plane every moment while in the air.

The start of the dangerous trip will be made early in the morning. If he is able to keep in the air at the end of the second morning in the air he will be nearing the record. This will give him the whole day in which to fly the ship until every ounce of gasoline is used up; and will also enable him to land in daylight.



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