

CONGRESS ASKED TO BUILD GIANT AIRPLANE TESTER

By William E. Herbold (Associated Press Aviation Editor) WASHINGTON—(AP) Safer and cheaper airplanes is the aim of a government proposal to build a giant experimental wind tunnel laboratory at Langley field, Va.

Plans for the project, which exceed the proportions of any similar laboratory planned by any nation, are now before the house appropriations committee in an item requesting for \$525,000 in 1929 by the National Advisory Committee for Aeronautics.

A full-sized airplane could be placed in the new wind tunnel to provide a detailed study of forces acting upon the plane in full flight without taking it off the ground. Wind tunnels have played an important part in the development of safer airplanes, but heretofore, toy-like models have been used for the tests.

Experts have discovered that errors sometimes as high as 10 per cent are incurred through use of models instead of actual airplanes. However, they are not willing to send pilots and planes into the air to test some new and radically untried conventional device unless they are certain that the risk is not too great.

"At present the safe flight of an airplane is dependent too much upon the ability of the pilot," Dr. Joseph S. Ames, chairman of the National Advisory Committee for Aeronautics, told a subcommittee of the house appropriations committee. "The problems of better stability and control must be solved. A large majority of fatal accidents are the result of airplanes nearing a stalling speed, where the present types of control are ineffective. We cannot expect to study these violent maneuvers while in actual flight, where the dangers are very great, and even is apt to creep in if we work out our problem with models. We must have a wind tunnel laboratory in which an airplane with 50 foot wing span can be tested as if in actual flight."

In commenting upon the success of the 20 foot propeller research tunnel now in operation, Dr. Ames told the committee that the savings made possible in one year to users and manufacturers of airplanes through the development in the tunnel of a new cooling for air-cooled engines would be sufficient to pay for the present tunnel. The propeller research tunnel was built two years ago at a cost of \$150,000.

The proposed tunnel, which is paralleled in its size and importance only by a similar project considered for several years in Italy, would cost approximately \$500,000 when completed. The present appropriation request is for \$225,000 to begin construction of the tunnel.

In comparison with the present laboratory at Langley field, the new giant of them all would be approximately four times as large. Instead of an air stream 29 feet in diameter, the new tunnel would have an elliptical throat 70 feet long and 25 feet high. It would be 212 feet long and 236 feet high. The air would be pulled through the chamber at speeds up to 100 miles an hour.

GAY PAREE AT HUNT'S CRATERIAN TOMORROW NIGHT

The Messrs. Shubert in selecting two such historical incidents as "The Love Boat" and "Wedding of Venus to the Adriatic" as the basis for tableaux with which to grace "Gay Paree of 1929," which comes to Hunt's Craterian on Wednesday, January 30, claim they have history for both.

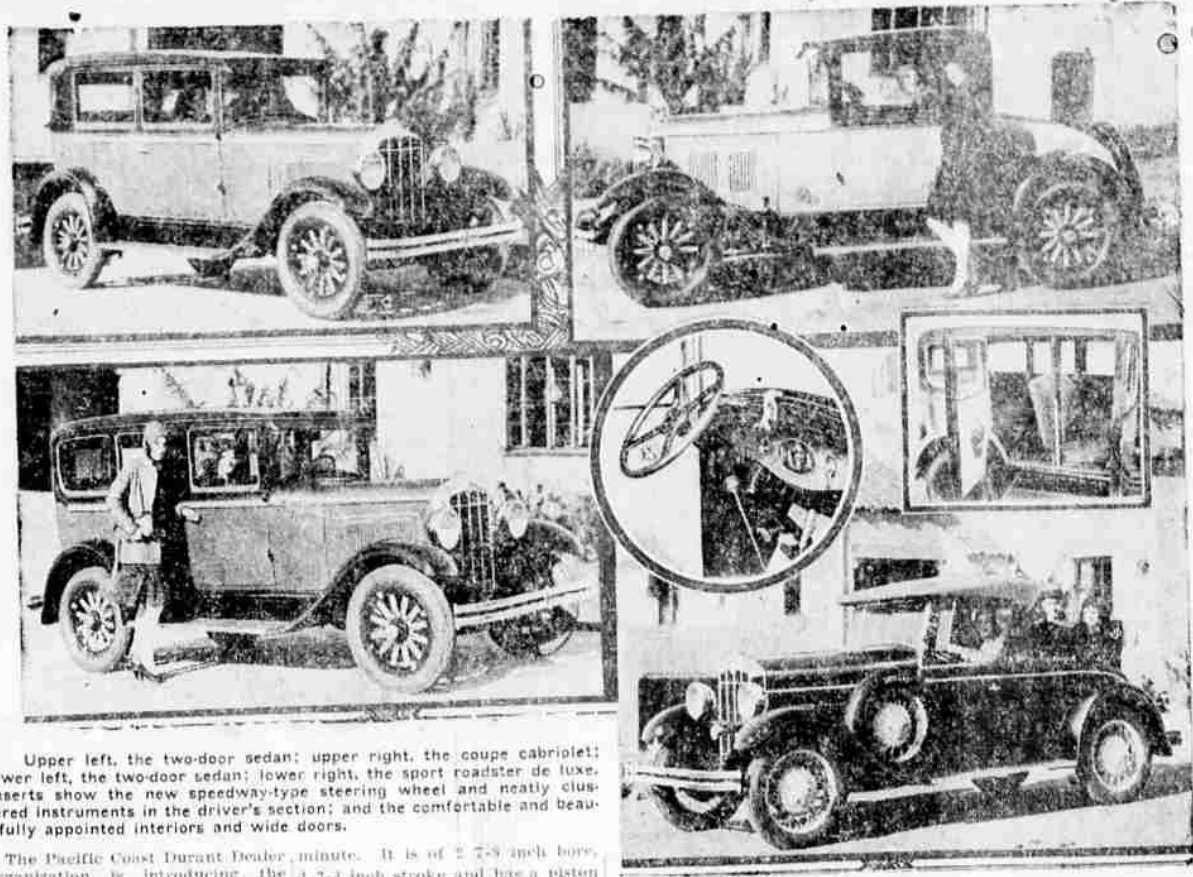
Shubert's claim for centuries the love boat has been a feature of Chinese life. Although occidental reformers have inveighed against the practice the flesh merchant of "Celestial realm" still freight his barge with fair creatures and sails about the rivers of darkest China offering for sale the bodies and souls of his victims. Not a worthy or humane practice it is true, but if "Gay Paree" visualization is to be believed, there is always a market.

In "Wedding of Venus to the Adriatic" is shown an ancient practice of the doges of Venice. Each year the most beautiful woman in the city—whether her selection was left to movie houses or someone else is a moot question—stood unclad upon a pedestal and a ring of finest workmanship into the waters of the sea is a symbol of Venice's tribute to her patroness—Venus—and the waterway which her shining—laden with the riches of the east, piled to make her the richest community in the medieval world.

Romance, Comedy at Rialto Today

A deft and skillful combination of romance, comedy, pathos and action, told in scenes that are both thrilling and beautiful, makes "Silks and Saddles," at the Rialto theatre, a most enthralling play. It is a picturization of "the sport of kings." It is filled with scenes of the turf and the many events which lead up to the running of an important horse race. The story does not hesitate to nose the evil phase of the sport, made

Durant Announces New 1929 Durant Six



Upper left, the two-door sedan; upper right, the coupe cabriolet; lower left, the two-door sedan; lower right, the sport roadster de luxe. Inserts show the new speedway-type steering wheel and neatly clustered instruments in the driver's section; and the comfortable and beautifully appointed interiors and wide doors.

The Pacific Coast Durant Dealer organization is introducing the new Durant six. Their enthusiasm over this new model, which is said to be the most sensational six-cylinder motor car ever produced by Durant Motors, is unbounded. According to the Durant engineers, these new models are offering improved bodies, with more beautiful lines, lacquered in a wide variety of colors. The series of closed bodies are more luxurious in appointments, and roomier. Mounted on 110-inch wheel base chassis, the low bodies provide the utmost in riding comforts.

Every provision has been made for the comfort and convenience of the new Durant Six drivers. Neatly clustered and indirectly lighted, the instruments on the dash board are so arranged that they can be seen at a glance. Four shift and large 17-inch speedway-type steering wheel, with centrally mounted, flash type, horn, spark and gasoline control. "The most noticeable of all the numerous fine car characteristics of the new Durant creation is its flashing performance," say Durant officials. "Powered by the internationally famous and highly praised Red Seal six-cylinder Continental motor, capable of providing an effortless flow of superlative power, the new Durant Six is without parallel in cars of this size, weight and price. "The power plant develops 17 horsepower at 2500 revolutions per minute. It is of 2 7/8 inch bore, 3 1/4 inch stroke and has a piston displacement of 125 cubic inches. It has a number of mechanical refinements which are innovations in a low priced automobile. Among these are: positive, full force feed lubrication to all main bearings, connecting rods and camshaft bearings; Morse silent timing chains, which are also force feed lubricated; Chadwick bronze-backed bearings; Nelson ball-and-socket strut pistons. "Performance of the new Durant Six is further enhanced by the use of the famous Lanebester vibration damper, which insures in a new era of vibrationless motoring. Mounted on the front end of the heavy 4-bearing crankshaft, this unit eliminates vibration at its source and insures a smooth-running power plant in all speeds. The H. W. filterator, another outstanding feature "under the hood," with which it is possible to operate 2500 miles or more without change of lubricating oil. Bendix four-wheel brakes provide remarkable deceleration and braking power. Extreme care has been taken to perfectly balance all moving parts. "Test runs conducted at the Pacific coast factory show the new Durant Six models capable of higher speed, greater power and get-away and more brilliant performance. Maximum speed is approximately 70 miles per hour and cars can be driven at top speed all day long, safely, comfortably, economically and without damage to the power plant. "The new Durant Six is built in eight models: Four-door sedan, Deluxe four-door sedan, two-door sedan, coupe, coupe cabriolet, deluxe coupe cabriolet, sport roadster and Deluxe sport roadster. All models are fully equipped with spare tire, tube, tire cover, fenders, front and rear, padded sunshield, ventilation control, rear vision mirror, automatic windshield wiper, scientifically

Coming Attractions

At Hunt's Craterian

When you want to put "it" over but it over "big" That's what Clara Bow sets on in her new Ellnor Glyn picture, "Three Week Ends," which opens its two day run at Hunt's Craterian theatre tomorrow. Pep, push and personality! That's Clara Bow. As the darling cabaret dancer who pushes a "big-time Romeo" out of the way to get at the "small fry," she does amazing things in a bathing suit. The action is more than entertaining, it's enthralling. "It" started the world. The word itself became a household descriptive term for personality because it meant Clara Bow. "Three Week Ends" gives the star a new grip on the public's heart which she already holds firmly. She's the "up" girl of arcadium. Two handsome men have important supporting roles in this Ellnor Glyn story. They are Neil Hamilton and Harrison Ford. Julia Swayne Gordon and Guy Oliver are in the cast in catchy character parts and Elyse Chapman, beloved screen mother, gives an excellent performance as "China" "Ma."

At the Rialto

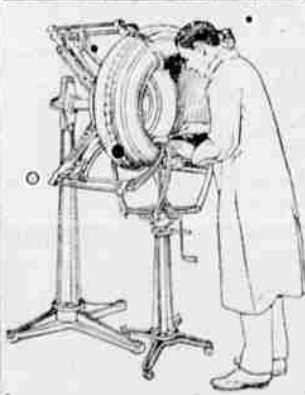
As Lena Smith, fought against, shipped of her child and jailed, Esther Ralston has the strongest dramatic role of her screen career in "The Case of Lena Smith," which the Rialto theatre will feature tomorrow, Tuesday and Wednesday. This star is the most elated person in Hollywood for being given the leading role in this tragic romance of a Hungarian peasant girl and also for the opportunity to work under the direction of Josef von Sternberg. In the vivid holiday costumes of the peasant girl, Esther Ralston has dropped her dancing props for red leather boots, her tight-fitting evening gowns for fifteen petticoats and her diamond necklaces for black and rose head shawls. In the Prater, the Coney Island of Vienna, where she goes for adventure, Miss Ralston wears this interesting costume. "When a man drives up to a gas station these days the attendants don't know whether to start the pump or open the cash register.

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Calendar 13 Months Gets Practical Trial

The 13-month calendar is in practical use in several homes here this year, according to an announcement by the Women's Home Consumption University. For the purpose, the year being divided into 13 months of exactly four weeks each. Payroll statistics, production plans, sales efforts and various other commercial activities can thus be handled in a more orderly manner.

Wales Deb Magnet. LONDON, Jan. 26.—(AP)—Indications are that the case of debentures to be presented at court the coming season will be greater.

Ride With Southern Oregon Stages

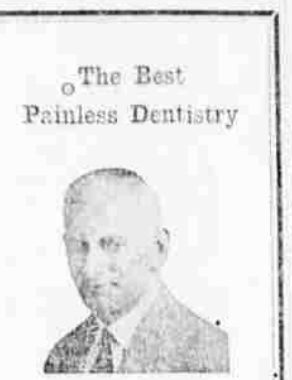
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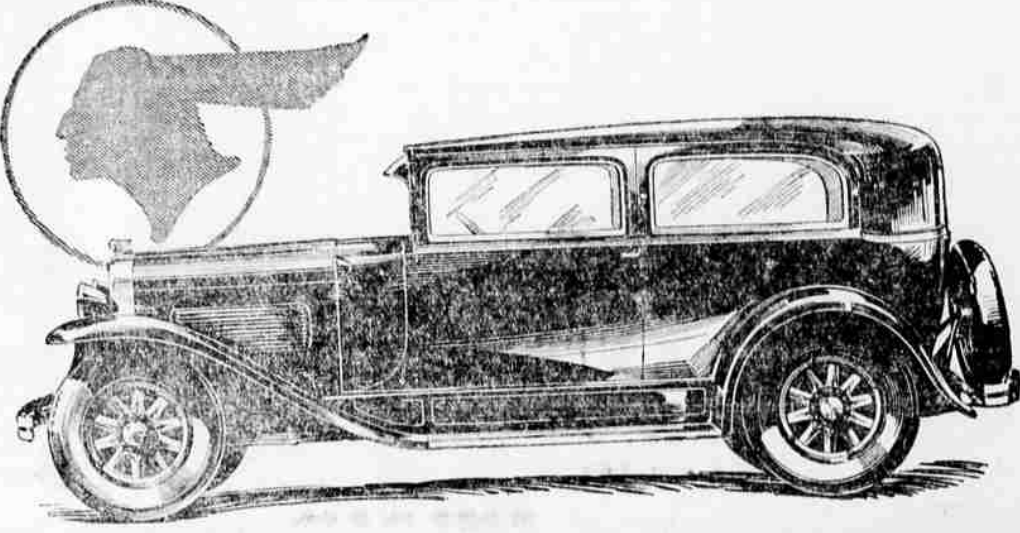


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Frankly, the New Pontiac Big Six was designed to appeal to a certain group. True, every motor car owner in America will find in it many things to admire. Two-car families will find it an ideal second car. But the group for which it is primarily intended is made up of people who are beginning to move up in the world. Many of them will soon make the first important step up in the quality of their cars. All are progressive. The New Pontiac Big Six was designed for them.

It comes to them entirely new in appearance. Stunning new bodies by Fisher contribute to the big car beauty and big car style presented by the car as a whole.

Progressive people are seeking greater luxury. The Pontiac Big Six offers them the luxury, the deep, richly upholstered cushions and the charming appointments for which bodies by Fisher are famous the world over. It provides the smooth-riding qualities of a car 167 inches in overall length, with accurately balanced rotating mechanical parts and such advance comfort features as adjustable driver's seats.

It is a six, but more than just a six. It is a six with the added power of a larger L-head engine and the added smoothness imparted by a dynamically balanced, counter-weighted crankshaft and the famous Harmonic Balancer. It is a six with the added efficiency and silence achieved by means of the C-M-R cylinder head. It is a six with the added cold-weather advantages provided by the cross-flow radiator, thermostatically controlled.

From fan to rear axle, its "line of drive" is in accurate dynamic balance. Its new brakes are of the internal four-wheel type which neither mud nor rain nor ice can prevent from operating efficiently.

As for its performance, you can drive it at express train speed. You can watch it accelerate alongside the finest cars on the road. You can test its power under any conditions, confident of its ability to pull through. Meanwhile it continues to provide that unmatched dependability for which every Pontiac has been famed.

Only a few highlights in its construction have been mentioned. Just enough to prove that the Pontiac Big Six is entirely new and capable of meeting progressive Americans' demand. But the amazing thing about it is that it gives so much big car luxury, style and performance at prices which come within practically everyone's reach!

Prices, \$745 and up, f. o. b. factory, plus delivery charges. Bumpers and rear fender guards regular equipment at slight extra cost. Check Oakland-Pontiac delivered prices—they include lowest handling charges. General Motors Time Payment Plan available at minimum rate.

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