

Radical New Plane Designed by Local Man After Study

Emmett Tucker Jr., son of the famed Sno-Cat's inventor and a member of the firm of Tucker and Sons, Saturday described a revolutionary new type of aircraft which he has designed after several years of study and work.

The plane is a unique combination of helicopter and stationary-wing aeronautical principles, Tucker explained. The body of the plane itself, in the present stage of design, is small and more or less conventional. It is the arrangement of airfoil and engines which are radically different than those on any existing plane.

Lifts Vertically

The plane is designed for vertical take-offs. At this stage of flight the airfoil acts as rotor blades considerably larger than the blades of conventional helicopters. They are powered by two engines set in the rotors themselves, as compared to the usual location of the engine in the body of the plane. The engines are faced in opposite directions, one on each blade, on opposite sides of the plane. When started, they will rotate the rotor at a speed sufficient to lift the plane vertically. Then the operation is not radically different from present helicopters.

It is when the plane has achieved a considerable altitude in its vertical flight that the new principle comes into operation. At least one engine is equipped with a reversible-pitch propeller. And the rotor blades (or airfoil) are equipped with a lock which will hold them rigidly at right angles to the plane's body. In addition, pitch of the rotor blades is controllable.

Automatic Relays

As a control lever is thrown in the cockpit, an automatic system of relays takes over and rapidly performs three tasks: (1) The rotor blades are halted in their rotation and locked at right angles to the plane; (2) the rotors are given the same pitch, thus changing them, in effect, from rotors to a stationary wing, and (3) the pitch of the propeller on the backward-facing engine is reversed.

Up to this moment the plane is, in theory, hovering in the air with no flying speed. As the rotor ceases whirling the plane noses over into a speed-gaining dive. As the propellers, now both pushing forward, get a bite into the air during the dive, flying speed is achieved, the plane levels out and continues in conventional flight.

Reverses on Landing

Landing is a reversal of this procedure.

Tucker points out that if the principles he has worked out in theory prove out in practice, a whole series of problems in transportation would automatically be solved. Several Medford people are interested in the design and its possibilities, he said, and it is hoped to raise sufficient funds to construct a flying model of the craft for experimental purposes.

An artist's drawing of Tucker's conception of the plane appears on page 31 of the May issue of Flying magazine, now on the news stands.

THERE IS SPIRIT

South Portland, Me. (U.P.)—Mrs. John Dorsey sang at her sister's wedding more than 3,000 miles away. She made a record of the traditional wedding march in South Portland and sent it to Frankfurt, Germany, where her army nurse sister became the bride of an air force pilot.

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TEST FLIGHT—The Navy's new 60-ton patrol bomber, the XP5Y-1, takes off from San Diego Bay on its first test flight. The flying boat, which is hoped will be one of the answers to the submarine in event of war, has four turbo prop engines developing a total of 22,000 horsepower. The XP5Y-1 is expected to have a top speed of "more than 350 miles per hour," considered extremely fast for flying boats.

Strange Sounds Blamed on Meteors

By J. Hugh Pruett
Astronomer, Extension Division,
Oregon Higher Education System

After the queer, unexplained noise of about noon March 5 had jarred the houses over a large part of the cloud-covered Lane County, Oregon, it was suggested that the commotion might have been of meteoric origin. It was soon evident that many assumed that if this was the explanation, the sound and jarring was due to a terrific thud of the meteorite as it struck the earth. That a large meteorite striking the ground would produce a jolt that could be distinctly felt in the immediate vicinity is undoubtedly true. But since such objects are so slowed down by the atmosphere that they lose their terrific interplanetary speed and usually complete the last of the descent as freely-falling bodies, the impact would hardly be detectable very far.

Source in Explosion
Others believe that meteoric sounds have their source in the final explosion or breaking up of the meteorite in the air near the end of the visible flight. That there is often such a sound is known, but it too is of minor importance—usually only a snapping noise—and is heard only by those not very distant from it. The huge Yakima meteor of April 20, 1933, was reported by several to have visually exploded rapidly—three times just as it went out. An observer almost under this disappearance point said that after about a minute he heard three distinct crackling sounds in rapid succession. Our calculations indicated that the disappearance occurred 10 to 12 miles above the earth. With about 11 miles per minute as the known speed of sound in frigid air, this check-

ed quite nicely.

Heard For 100 Miles

The sound of a meteorite's tearing through the air at 20 or 40 miles per second is occasionally heard faintly for 100 miles from the line of flight and with terrifying violence 20 to 30 miles away. It is often a guttural bang followed by a rattling rumble, which fades out in a few seconds.

This most prominent sound comes from portions of the path usually a long distance from the end point. The air ahead of a speeding fireball is intensely compressed; and immediately behind it a high vacuum is momentarily created. Mighty air waves ("Shock waves") hurled from these regions travel earthward with the speed of sound, approximately 11 miles per second in the subzero upper air. The fireball itself far outspeeds these sound waves.

Familiar To Veterans

War veterans are quite familiar with similar "shock waves" from artillery shells passing overhead with speeds greater than that of sound. Some describe the noise as being like a freight train roaring through a tunnel.

This writer has three times from indoors distinctly heard aerial commotions that were completely proven to be meteoric. They have a characteristic quality shared by no other sound.

BROTHERS GET CREDIT

Boston (U.P.)—Sixteen-year-old William J. Maloof gave his family all the credit when he conducted the 83-piece Boston public school symphony band in the first performance of a march he composed. The boy's only music lessons were given by his four older brothers.

Michigan claims the largest eastern white pine, a tree measuring 17 feet 10 inches in circumference. The state also has the largest white spruce, eight feet nine inches in circumference.

Setback Study to Resume Monday

Further attention to a building setback matter is scheduled at a meeting of the city council Monday at 7:30 p.m. at the city hall.

The issue concerns the projected construction of a seven-story apartment building at the corner of 10th street and Oakdale avenue by Coates Construction company. Medford's planning commission has recommended a seven-foot setback from the property line for the structure.

The commission proposal is opposed in a petition signed by property owners of the area. They feel that the required average setback, about 20 feet, should be observed. The company originally asked that the building be erected out to the property line.

SNOW BALKS ESCAPE

Minneapolis (U.P.)—Two boys were trapped up by a snowbank as they tried to escape from a detention school. Police said the car the youths took to make a get-away stuck in the snowbank, enabling a police squad to catch them.

Welfare Recipients Soon To Receive Cash

Portland, Ore., Apr. 22—(U.P.) The state welfare commission said today that general assistance recipients soon will be given cash instead of requisition blanks to buy groceries.

The decision to switch to cash came after a conference among Commission Chairman Jack Luhn, Administrator Loa Howard and county welfare commission representatives.

Oregon Independent Retail Grocers association had protested the requisition blanks, charging that they were forced to accept the blanks whereas Safeway stores had an arrangement with the commission to issue scrip.

Assistance granted to dependent children, the blind and the aged has been on a cash basis in Oregon for some years because federal money comes to the state commission. General assistance grants, however, have been handled by the county welfare commissions on a requisition basis.

The largest group of Indians living together east of the Mississippi are the Cherokees, 3,500 of whom are on the Qualla Indian reservation at Cherokee, N. C.

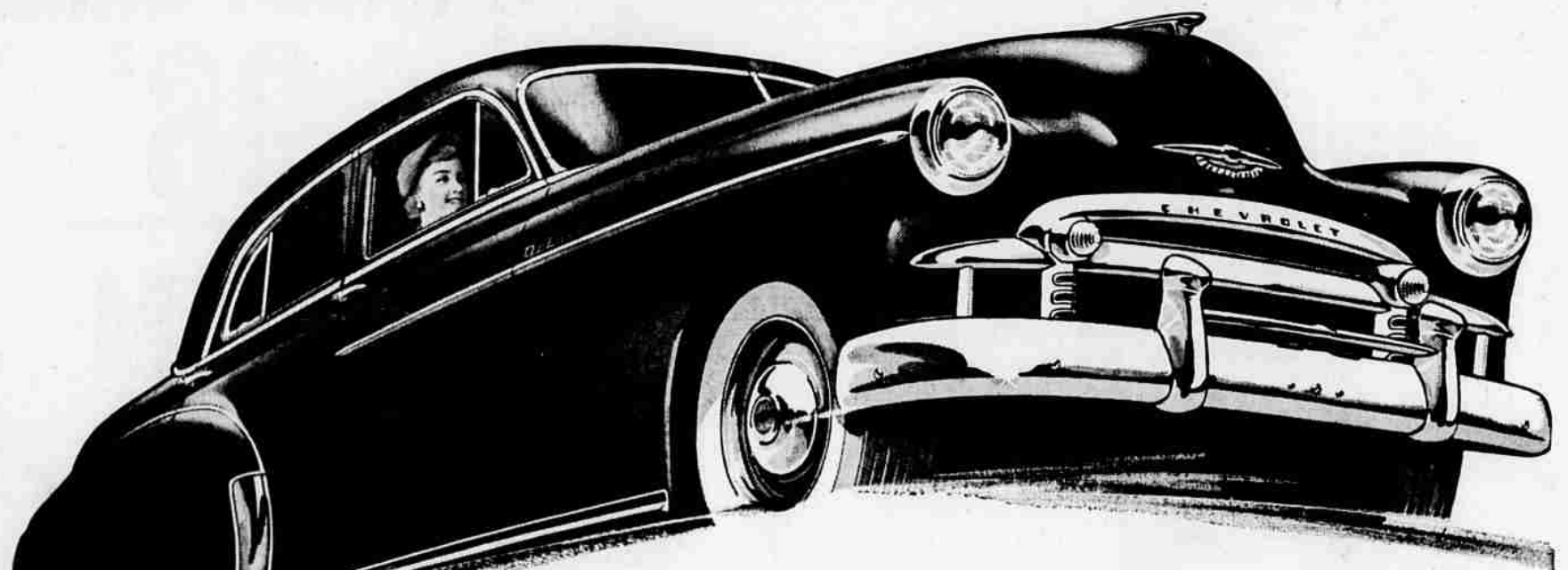
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