

Illuminated Sky Routes Have Placed U.S. Ahead In Field Of Night Aviation

By WILLIAM S. NEAL
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WASHINGTON, Aug. 30.—The new "white way of the sky" is now 10,000 miles long and is being steadily expanded.

A vast system of government-airway lighting constitutes one of the most remarkable developments in the growth of aviation and has already put the United States far ahead of the rest of the world in night flying.

At present the government lights can be seen to put millions of dollars into the "way" of the air, but inventive genius has been called upon to devise unique forms of utilizing electricity to safeguard the lives of the flyers who deliver mail while most of the country sleeps.

Lights have been developed which automatically are turned off and on at sunset and sunrise, and the most powerful searchlights ever built have been mounted upon great towers.

Lighting Necessary

The lighting of airways, according to C. G. Smith, chief engineer, division of aviation, Department of Commerce, is necessary because the air mail's usefulness can scarcely be taken until at the close of a business day and delivering it in a city hundreds of miles away when a new day begins.

Already the system extends from New York to San Francisco Boston to Selma, Alabama; Cleveland to St. Louis, Chicago to St. Louis, Dallas, and to Minneapolis; Los Angeles to Las Vegas and Detroit to Toledo.

The "white way" is being pushed rapidly between Atlanta, Ga., and Jacksonville, Fla., and Chicago, Ill., between Cincinnati and Chattanooga, St. Louis to Kansas City and Omaha.

Private enterprise has combined forces with the Department of Commerce with the result that the Pacific Coast probably has the most extensive airway lighting system in the country. The great Standard Oil lights on Mt. Diablo near San Francisco have been seen 100 miles away by private fliers and initiated by that company and by El Paso, R. D. Diego, Los Angeles, Spokane and Portland. The oilfield oil system extends from San Joaquin to Spokane with beams 50 miles apart and up to 128 feet in height.

Revolving Beacons

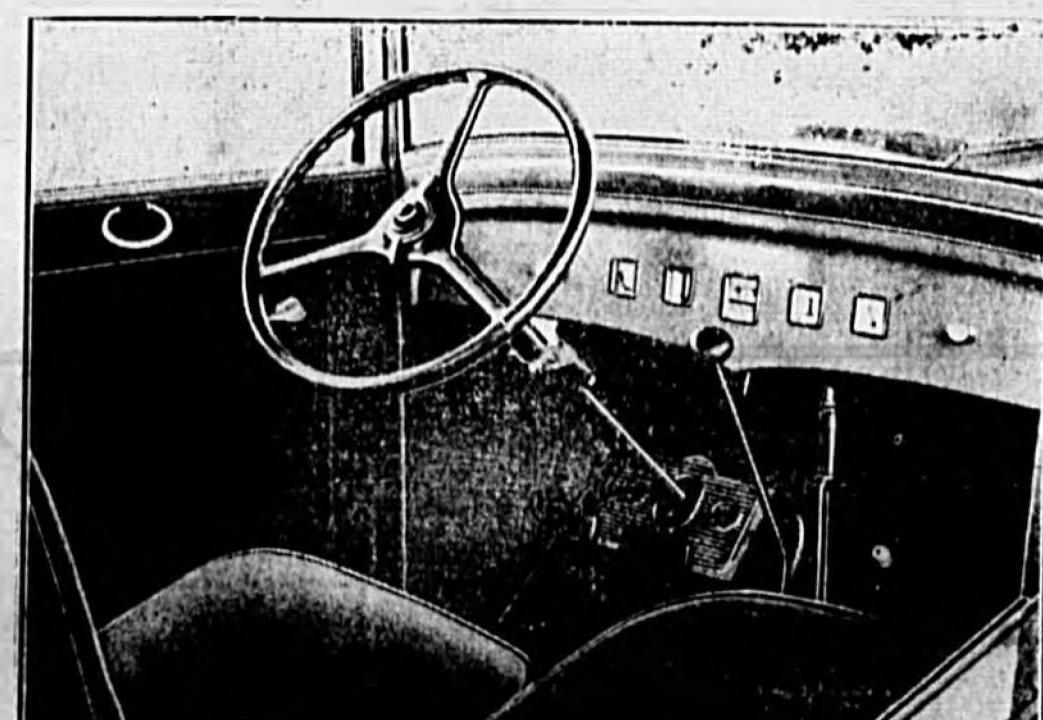
The government system makes a 24-hour revolving beam of 600,000 candle power at standard. The lights are spaced 10 miles apart.

Yellow course lights are used at beacons or intermediate landing fields which are used only in emergencies by pilots. Red lights are used when no emergency landing field is available.

At each light there is an arrow number showing direction and distance to the end of the route. Among the important arrangements is a mechanism which switches the lights on the theoretical sun and off at those hours. If one or both lights go out, automatically another light is switched on.

An additional protection to aviators flying at night, many companies have been required to erect red danger lights on traffic mission lines across navigable ing.

COMFORT — CONVENIENCE — CLEAR VISION



In this one illustration may be seen many of the striking features of all models of the 1930 Graham-Paige cars recently introduced. The photograph shows the driving compartment of the 612 two-door sedan, the lowest priced car of the line. Besides the new three-spoke steering wheel and clear vision instrument board, note the molded rubber floor boards, the rubber tread on the floor plate and on the treadle-type accelerator, the aluminum floor plate with class-fitting leather grommets surrounding the adjustable pedals and the steering column, and the adjustable folding seats (used in the two-door sedan only). In four-door models, the full width front seat is adjustable but has solid back. In the larger cars, the instrument dials are similarly mounted in individual frames, but include an electric clock; while the instrument board itself has a narrow chromium bead at its lower edge, and is handsomely paneled.

Chevrolet Rushed Gas To Big Plane At Critical Moment

ST. LOUIS, Mo., Aug. 31.—The St. Louis Rubin has already made aviation history, but were it not for the humble part played in its dramatic exploit by a specially equipped Chevrolet six cylinder engine, the record might be broken.

It is possible that the story might have been different.

CHICAGO, Aug. 31—(INS)—With their motoring apparently functioning perfectly, pilots C. E. Steele and Russell Johnson started their ninth day in the air today in "Chicago We Will" plane in an attempt to shatter the existing refueling endurance record for sustained flight.

Never been so busy. Motorists have learned that weak or worn out tires are a common source of annoyance on a holiday, or at any other time for that matter, and the racing against trouble by trading in the unused mileage left in their old tires for the latest satisfaction, high degree of safety and trouble-free travel into Firestone Gum-Dipped Tires."

KEEP AFTER RECORD

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LEGAL NOTICES

NOTICE TO CREDITORS IN THE COURT OF COUNTY JUDGE, SEMINOLE COUNTY, STATE OF FLORIDA AS RECEIVED.

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