

There's more than one kind of *SLACKER!*

The man who evades his duty to his country is called a "slacker." It's a harsh word.

What about the man who evades his duty to himself, and to his family — by failing to prepare for success in his line of work? What about the man who allows his family to struggle along on a small income, when by a little time and effort he could achieve promotion and increase his earnings? Isn't that man a "slacker" too?

In any case, it's a fact that today 100,000 ambitious American men are studying I.C.S. Courses in 400 business and technical subjects — getting ready for the *bigger jobs*, the *fatter pay-checks*. Any I.C.S. representative will gladly help you arrange your own "preparedness program" — this coupon, mailed today, will bring you complete information.



RUDY ARNOLD

An Army pursuit pilot equipped for high-altitude flying. The mask supplies the pilot with pure oxygen for rapid climbs and high-altitude flight

Wing Talk

YOU'RE hearing a lot about jet propulsion these days. It's because the airplane has been so refined aerodynamically that everyone turns to horsepower for greater speed. Greater horsepower is coming but engineers have found that there is a lot of horsepower going — out of the exhaust stacks. Some say that only about 40 per cent of the total heat energy available in the aviation gasoline is converted into horsepower in the engine. There's a lot of energy in that other 60 per cent of waste heat.

Designing for jet propulsion is relatively simple; the exhaust stacks are directed rearward and the size of the outlet adjusted to the correct value. The stack then operates as a rocket but of low efficiency; yet a substantial forward thrust can be generated.

For a rocket to be efficient, the opening must be small and the pressure of the gases high. If the exhaust stack opening on an aircraft engine is cut down below a certain value, the gas backs up into the engine and reduces the engine power more than the "rocket" adds. For the present it is possible to capture a couple hundred horsepower that otherwise would go out the stacks. In recent tests of one airplane fitted with special jet-propulsion stacks, the top speed increased about 15 miles per hour, and that is all right.

FOUR hundred miles an hour! You picture an airplane hurtling through space so fast the ground is nothing but a featureless blur. Fly in a 400-mile-an-hour airplane at the high altitudes they operate in and it is a big disappointment, say those pilots who have. The ground seems to slide by about the same as at two hundred; the air-speed meter will read around three hundred. Well, where's all the speed? Take a slide rule known as an air-navigation calculator, consult your instruments, and after a bit of manipulation find that the speed is four hundred, if you did it.

AIRMEN can stand just about anything happening in the air but fire. In consequence, this hazard has been all but absolutely eliminated, particularly

in scheduled airline operation. Since the engines are in the wings, possibility of fire ever reaching the cabin and passengers is extremely remote. Nevertheless, the war on airplane fires or nacelle fires has gone on relentlessly and for two years a special government airline fire prevention equipment committee has been hard at work. Fifteen hundred fire tests have been made in an actual engine nacelle with an actual high-powered engine similar to the types used on the airlines. The findings to date have been transmitted to the engine and plane manufacturers. Looks as if this problem can be written off.

DIVERS get the bends and so do airplane pilots, if they don't watch out. Our high-powered military airplanes climb so rapidly these days, and as air pressure decreases with altitude the effect on the pilot is the same as on a diver coming to the surface too fast.

Under the old system of taking oxygen for high-altitude flying, pilots used a wooden pipestem stuck in the end of a rubber tube from the oxygen tank. They held this in their teeth and breathed in extra oxygen along with the rarefied air. Now the pilot wears a face mask and pure oxygen is used — and not just at the point where he thinks he needs it. For rapid climbs and high-altitude flight, the pilot breathes pure oxygen for several minutes prior to take-off and continues to do so throughout the flight. This materially reduces the nitrogen content of the blood, there is less danger of the bends, and the pilot's efficiency is quite normal.

ROBERT A. LOVETT, Assistant Secretary of War for Air, was a bomber pilot in the last war and his job was to push lumbering Handley-Page bombers through skies alive with anti-aircraft fire and enemy fighters. When the war ended his family prevailed upon him to give up piloting. Recently he decided to pick it up again, so he went up in a cabin monoplane with a check pilot. His take-off was perfect. At a good safe altitude his check pilot suggested some turns. Instinctively returning to that pilot seat in the flying boxcar of the last war, he horsed over on the wheel for a left bank. Instantly the plane was on its back. Bob Lovett righted the plane and, slightly embarrassed, started to explain that it took a lot of muscle to bank those old Handley-Pages but the check pilot interrupted: "Truck driver, eh?" F.R.N.

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Our New Army

Continued from page 19

trainees. Most of the 14,000 incumbents are from New York, Pennsylvania and Illinois. Probably the most publicized rookie is Pvt. William McChesney Martin, former \$48,000-a-year president of the New York Stock Exchange, now in Co. A, 39th Training Battalion. His buddies say he doesn't talk much; in fact, he probably said nothing more than "Yes," when a sergeant walked up to him not long ago and asked him whether he could read and write.

VISITING officers are pleased with the manner in which the citizens of Spartanburg (Pop. 33,000) are co-operating in providing entertainment and recreation for the boys at Croft three miles away. Most of the churches have set up recreation halls—and church attendance is not compulsory for the enjoyment thereof. One of the leading churches bought benches and placed them around its spacious lawn so the boys could sit back and watch Spartanburg go by. The pastor, horrified the other day to see two of his deacons parked on the lawn, hurried up to them. "Get off that bench," he cried. "They're for the soldiers, not the deacons!" But the full extent of Spartanburg's co-operation can be told in the sad plight of a local lady killer not yet in uniform. "A fine thing," he complained. "I called six of my best girls tonight and every one of them has gone to a Camp Croft dance."

PUERTO RICO

CAMP TORTUGUERO. Second Lieutenant Angel Ortiz really earned his gold bars. The way it was told to us, Shavetail Ortiz had just finished two years of service in the Puerto Rico National Guard, and had pinned some brand-new bars on his shoulders, when his outfit was mobilized. M.D.'s looked him over, found him underweight, and let him loose. That was last fall. Ex-Lieut. Ortiz, a student at the University of Puerto Rico, went back to school and diligently applied himself to a build-up program which, by spring, brought him back to Army standard. He volunteered for service, turned up as a recruit under his old sergeant and finally, three weeks

ago, again won a commission. The hard way.

GENERAL

LAST month for the first time R.O.T.C. graduating classes from the nation's colleges and universities were taken in active Army service as second lieutenants. The only exceptions were students under twenty-one, who'll have to wait until that birthday rolls around before they get their commissions.

ONE of the reasons some officials are smug about the question of equipment is that in some camps the old custom of working up an "inspection" routine still hangs on. Instead of arranging for a cross section of men and matériel the Army whips up a nice veneer, so that everything looks like peaches and cream. The inspecting party's route is chosen to avoid all eyesores and show off favored installations; funds which may or may not have been earmarked for general maintenance of the post are spent to freshen up those sections of camp which will be seen; armament and equipment are snatched from various units and massed to give the impression of adequate strength. Result is that bigwigs get the idea that the post is well equipped, troops well trained, the C.O. a go-getter; and nothing is done about the shortages in equipment, arms and funds. Instead, the C.O. gets a congratulatory letter, the men roll their guns and trucks back to their proper units and training lurches on.

"POSSIBLY," writes Mr. C. J. White, of Louisville, Ky., "you can quiet my alarm as to what Uncle Sam is doing to our boys. One of mine, stationed at Jefferson Barracks, Missouri, closes a letter received today with the following: 'Write soon and give me the news but please don't send any more money. It is appreciated, of course, but not at all necessary. You know, you can get along in the Army just as well without money as with it. Love, Walt.'"

A HOPELESS case.

G. W.



"Captain Chadwick is busy at the moment. Could I have him call you back?"

DICK SHAW

FANGS BARED, THE JUNGLE BEASTS CROUCHED TO SPRING!



A true experience of CHARLES "TEX" STONE, Dallas, Texas, world's foremost hunter of big game with bow and arrows



"RETURNING FROM A HUNTING TRIP in the African bush one night," writes Mr. Stone, "I stopped to re-set a heavy log trap. Putting aside the haunch of meat I was carrying, I lifted the deadfall. Suddenly I slipped! The log fell, pinning me flat!"



"THEN I HEARD A LION ROAR! It had followed the scent of the fresh meat! As I worked frantically to free myself, there was a stealthy rustle in the underbrush! Then I thought of my flashlight . . . switched it on . . .



"TWO ENORMOUS LIONS stood snarling at me . . . ready to spring! But the piercing beam held them at bay. Digging frantically at the soft earth, I finally got free of the trap. Thanks to those dependable 'Eveready' fresh DATED batteries, I was soon back at camp.

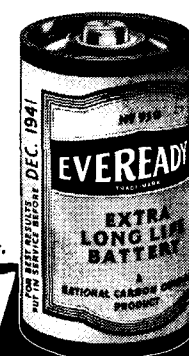
(Signed) Charles "Tex" Stone

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Team Up with Britain Now?

CLARENCE K. STREIT and his associates in the Union Now movement make a dynamic suggestion:

That the United States take the initiative in proposing that ourselves and Great Britain, together with Canada, Australia, New Zealand, South Africa and Ireland, form a provisional Federal Union of democratic nations now . . . that this union "offer immediately to negotiate with the Axis on these terms: No annexations or occupations of foreign territories, no reparations and indemnities, and the settlement by arbitration of all disputes leading to the war that cannot be settled by direct negotiation" . . . that if this offer is rejected, the union notify the world (1) that it will hold the English Channel at all costs, and (2) will admit to union membership and protection, as soon as they somehow become free, all such nations as governed themselves democratically before this war and are now slaves to the Axis—meaning such nations as France, Belgium, Norway, etc.

The Union Now people claim that such a move would have two main effects; namely, that it would insure the democracies against losing the war, and would fan in the conquered countries a spark of revolution which sooner or later would upset Hitler's whole appletart.

A little more than a year ago, it is recalled, Britain offered federal union to France, whose government had fled to Bordeaux. The French cabinet turned down the offer by a small majority. There followed the downfall of France,

and the gradual hooking of France into Hitler's war machine.

It is claimed that had Britain made the offer as little as ten days sooner, France would have accepted—and that this would most likely have ended the behind-the-scenes bickering between the Churchill and Reynaud governments, kept France in the war, frightened Italy away from the war and prevented many of Hitler's later triumphs. By acting now, it is claimed, we can prevent disaster to democracy all over the world.

Collier's neither endorses the proposal nor condemns it. We are, however, glad to give it this public explanation, even if that makes some people mad, as it probably will. We think a respectful hearing should be given to any scheme for confining totalitarianism to those who really want it and guaranteeing freedom of choice to those who want such freedom to choose their own forms of government.

We'd like greatly to hear this latest Union Now proposal seriously and objectively discussed. And as Old Bill said in the previous war, if anybody knows of a better 'ole, we'd like to hear about that, too.

KWH Conservation

HOW about daylight saving time all over the United States for the duration of the defense emergency? Power shortages are building up or threatened here and there. The best single way to husband the kilowatt hours for the defense industries would be simply to set all of us to using one hour less of artificial light per day, all the year round. Make it two hours, and conservation would be twice as great.

A time limit on the proposed nation-wide daylight saving law would no doubt be advisable, for the benefit of any communities that may want to go back to Standard Time when the emergency is over. But we'll make bold to predict that there will be only a corporal's guard of such communities, once the whole country has given daylight saving a fair trial.

Goodby, Mr. Hughes

ALL the compliments showered on Charles Evans Hughes as he quits the Chief Justiceship go double with us. He's a grand old man, he has deserved well of the Republic, and long may he flourish.

With the melancholy predictions about the Supreme Court as rebuilt by Franklin D. Roosevelt, though, we can't agree in large part.

True, Felix Frankfurter seems a bit busy, and Frank Murphy has yet to turn in a distinguished opinion, and William O. Douglas apparently would be happier off the big bench. But all that seems beside the point.

What matters, as we see it, is that the people got the kind of Supreme Court they wanted within a reasonable time after they grew tired of the kind of Supreme Court they had when Mr. Roosevelt first became President. They got a Supreme Court which is at least trying to reflect popular wishes, and which has completely lost the out-of-this-world aura it once had. That seems a step ahead to us.

So all aboard for a new era in Supreme Court decisions—and let's not forget that the day is 99% certain to arrive when this new Court will have grown old and unresponsive, and will have to be "unpacked" just as its predecessor was.