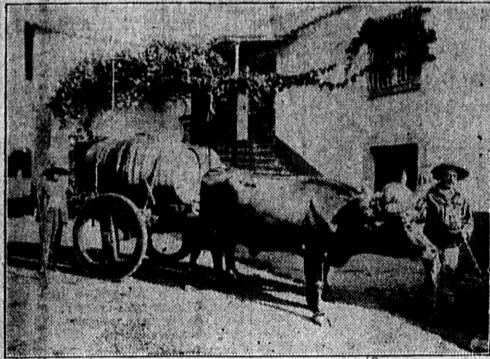




BUILDERS' PAGE



THE WAY IT'S DONE IN PORTUGAL

Oxen are used to pull the ancient wagons holding the wine barrels in Portugal.

Secret of Diesel Oil-Burning Motor To Be Revealed April 5

By JOSEPH H. BAIRD
United Press Aviation Editor
WASHINGTON, April 3.—(UP)—
The veil of secrecy surrounding the Diesel oil-burning airplane motor, through which only a few officials have been allowed to peer, likely will be thrown aside at the third annual All-American Aircraft Exposition beginning at Detroit April 5.

Although no positive announcement has been made, it is reliably learned that the first Diesel to be placed in quantity production probably will be met before the public eye at Detroit. It is learned, further, that this motor may be displayed as standard equipment on at least two planes.

The oil-burning motor has been a focal point of interest in the aviation world for at least two years. Tests on such motors have been conducted during this period at the laboratory of the National Advisory Committee on Aeronautics, and several large commercial companies, notably Packard, have been working constantly to perfect a practical Diesel.

Early last year a Packard Diesel-powered plane was flown from Detroit to Washington. Great secrecy surrounded the motor which was kept encased while on the ground. This experimental flight was said to have been made far more cheaply than would have been possible with a standard gasoline motor.

Two outstanding advantages are claimed for the Diesel—economy and safety. Burning a cheap crude oil for fuel, it can, its adherents say, be operated at a much lower cost than a gasoline engine. Also, the danger of gasoline explosions, long the dread enemy of pilots, is eliminated by the use of crude oil.

Some 82 planes, ranging from a four-cylinder \$1500 single-seater to an enormous \$2-passenger, \$150,000 transport, will be shown at the Detroit exhibition. Incidentally the transport, confidentially temporarily, is said to be the largest and most efficient commercial craft yet constructed.

Eddie Rickenbacker, famous war ace, is bringing a fleet of six Fokkers to Detroit, including a large transport plane. Henry Ford will exhibit three of his tri-motors. Keystone and Sikorsky will have a number of exhibits. In fact nearly every large manufacturer in

the country will enter one or more planes.

California Leads
New York and California still lead all other states in the number of planes and pilots, a recent report of the Commerce Department shows.

New York has 977 licensed planes; California, 832. California, however, has 903 transport pilots, 18 industrial pilots, 179 limited commercial pilots, 976 private pilots and 1461 mechanics, compared with 346 transport pilots, 13 industrial pilots, 135 limited commercial pilots, 513 private pilots and 733 mechanics for New York.

THRIFT CLUB ARE GUESTS OF WEISLITZ

The Weislitz Finance and Building Company of which I. Weislitz of Carson street is president, sponsored a sight-seeing tour on Monday from their Los Angeles offices at 212 West Seventh street, which took the group to the Keystone tract here, which this investment company owns. The group which took advantage of this tour was one of the many thrift clubs which have been organized in Los Angeles by Clolla Collins, editor and publisher of "Sound," a monthly magazine devoted to the financial progress of women. Miss Collins talks over KMTR at Los Angeles each morning from 9:15 to 9:30, with the Weislitz Investment programs given on Monday and Thursday mornings.

Following a tour of Torrance where the club was shown the many industries, they were served a lunch at the Booster's Hall on Main street.

Keystone talks were given by Russell Ellis, sales director of the organization; B. M. Williams, vice-president, and Miss Collins, the group leaving for home at 2 o'clock after expressing their appreciation for the delightful time afforded them at the hands of this organization which are owners and developers of many acres of valuable land in this area. This program is being launched to help solve the housing problem of the harbor district. The insurance feature which the company offers with their homes created considerable interest among the club women attending the luncheon and tour.

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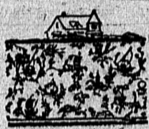
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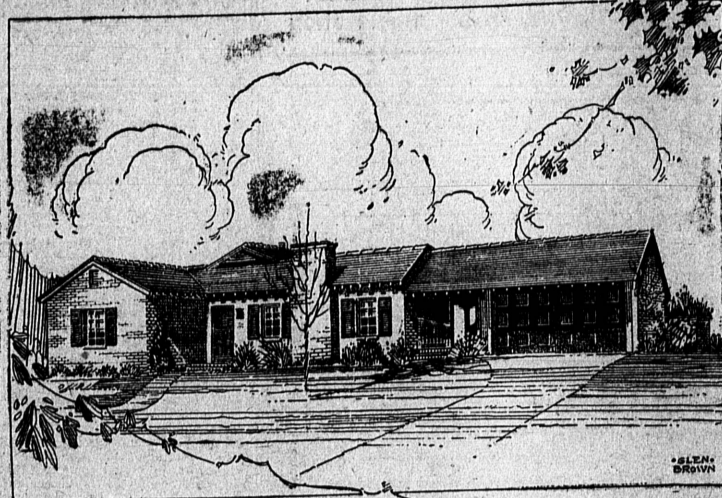
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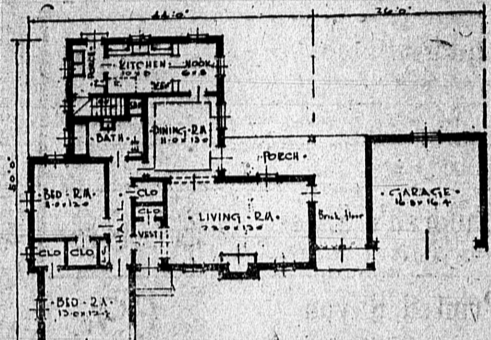
THE SANTA BARBARA—DESIGN NO. 577

TYPICALLY Californian, this bungalow in common brick, whitewashed, demands plenty of open space surrounding it if the charm of its lazy, sprawling architecture is to be fully enjoyed. Few homes of its type so vividly bring to one an impression of restfulness and comfort. It seems simply to be reclining on a hilltop a-drowse in the streaming rays of the sun and carelessness of all the world.

Across the front, including the garage, its length is 70 feet, while it extends back from the outer corner of the dining room at the left just 50 feet to the rear wall of the kitchen. Back of the garage and off the porch in the rear of the living room is a fine opportunity for the seldom missing patio that, strangely enough, is not provided in this plan. It is the only essential feature lacking.

It is named for the one town in California where the bungalow has attained its greatest degree of perfection. And it is typical of scores of bungalows in that locality, offering all of the present day conveniences, yet retaining with rare fidelity the characteristics and the atmosphere of those long-gone days when the adventurous Spanish padres were still laying mission corner stones.

The interior fully sustains its exterior promise. The rooms are all of good size, well lighted, conveniently arranged and modern in equipment. It is really a most delightful home.



FLOOR PLAN NO. 577

IN TIME OF NEED



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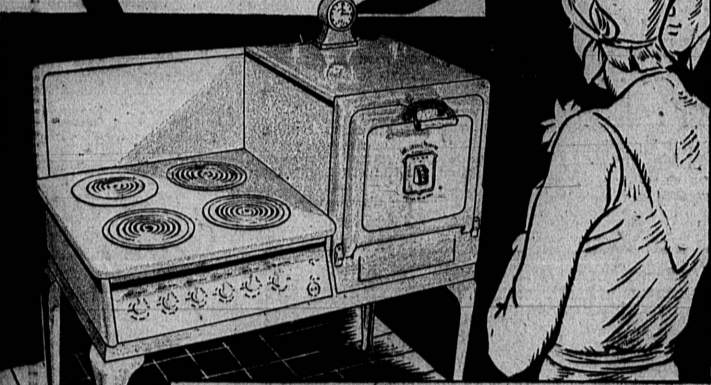
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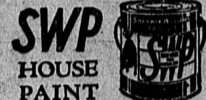
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