## Official Notices



Finger Tip Coats
For Fall

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SIX, SEVEN MILES UP! In air no man can breathe - and
livel Motors-now even tilots are "super-charged" stee) Motors-now even pilots are "super-charged." On the
stationary bicycle (above) Marshall Headle, chief test pilot stationary bicycle (above) Marshal Heade, chief test pilot
of Lockheed, ,reathes ure oxygen for 30 minutes before
a test flight in Lockheed's new interceptor.


SHE CLIMBS A MILE A MINUTE. They call her "Lightning,"
Pilot Headle clambers into the cockpit swithes from pocket Headle clambers into the cockpit, switches from a pocket oxygen flask to his cabin supply, and streaks for the
stratosphere.He's test-flow 300 different planes. But when
he lands, it's always..."Now for a Camel."


YOU CAN'T SEE HIM up there. You can scarcely hear the hum of his motors. Then his voice comes into the radio
tower: "Headle- 35,000 feet-diving now." And you just tower: "Headle- 35,000 feet-diving now." And you just
bopel Seconds later-yes, seconds-he's landing. And here

The smoke of slower-burning Camels contains 28\% LESS NICOTINE

than the average of the 4 other largest-seling rands tested-less than any of them - according to independent scientific tests of the smoke itself
"Less nicotine in the smoke means more mildness to me," says test pilot Marshall Headle (above), as he lights up his ... and America's ... favorite cigarette


HERE may be little traffic at 35,000 feet, but test-diving any new,
untried plane is no Sunday ioy-ride. No, not even for a veteran like 1 untried plane is no Sunday joy-ride. No, not even for a veteran like Naturally, cigarette mildness is important to Marshall Headle. And in he slower-burning cigarette of costlier tobaccos...Camels... he gets extra whildness-with less nicotine in the smoke. acluded in the nicotine tests reported above at the left-tests which trace Camel's advantage right down to the actual smoke itself. Obviously, the noke's the thing!

