

First Man To Fly Into Space Must Be Perfect Physical Specimen

Qualified Man Found in Ranks Of Test Pilots

Editor's note: This is the second of five articles on plans of the United States to send a man into outer space. In Monday's article Martin Caidin wrote that haste is essential if the United States hopes to beat Russia as the first nation to send a man into the "unknown."

By MARTIN CAIDIN
Written for United Press International
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Jim Randall, our composite "spaceman," is a college graduate and a captain in the United States Air Force. His occupation: Engineering specialist and test pilot. He is 28 or 29 years old, and at home with his wife and two young children you would never know that he is a skilled veteran of many thousands of hours in the air. Looking at Jim Randall, listening to his quiet, confident voice, it is hard to believe that here is the first man who will leave this planet to venture into outer space.

Jim Randall is a true "average" of those test pilots who fly our latest military aircraft. He is an Air Force test pilot, although he could have been a flier from the Navy or the Marines, or a test pilot from NACA, the National Advisory Committee for Aeronautics. Any one of these men might be Captain James T. Randall, USAF.

Answer in Ranks
What qualifies a man to be selected to lead the way into space? The answer is found in the ranks of those pilots who fly our experimental fighters and bombers. Men like Jim Randall. Even to be admitted to the select few who form the flying personnel of the Air Force Flight Test Center in California, Jim Randall had to be a perfect physical specimen. He stands just short of 5 feet tall, is well-muscled and weighs 182 pounds. Not an ounce of that weight is fat.

Jim Randall has perfect vision, and an extraordinary sense of balance. His reaction time is perhaps twice as fast as that of the average man. He is completely relaxed, indeed, he enjoys wild aerobatics in jets. His heart, respiration, all his physical characteristics, are perfect. There is no second-best in test flying. It is a grueling, demanding life, with Death always the second man in the cockpit.

Five Years of Flying
To become an Air Force test pilot Jim Randall needed at least five years of jet flying; he has flown jets for nine years, since he was 19 years old. He has thousands of hours flight time, and is a veteran of the Korean air fighting, where he flamed three MIG-15's from his Sabre.

"Average" though he is, in the sense of type, Jim Randall is unique. Not only is he physically perfect, but he is well above average in almost every other respect. A test pilot's job requires even more than flying skill, and Jim Randall has learned how to temper his natural aggressiveness in the air with the exacting demands of test projects. He is his half-pilot, half-engineer. He can, as an engineer, put it, "make himself part of the machine."

Versed in Mathematics
To fly an experimental jet or rocket as a test pilot, Randall became well versed in mathematics. He is an expert navigator, a meteorologist, a capable astronomer, and is at home with geometry, algebra, or even calculus. He is a fully qualified aeronautical engineer, and an authority on thermodynamics. He is a veteran of high supersonic flight. He knows aviation and space medicine, the problems of high stress loading on aircraft structures under supersonic conditions, and knows in detail the processes of combustion and operation of the jet and rocket powerplants which send him hurtling through the thin air high above the earth. Add to these qualifications a competent ability as a mechanic, and we have quite a man. In short, a test pilot, our Jim Randall—first American to get into space.

Because he wants to rocket into space, Jim Randall studied exhaustively everything

he could find on astronautics—the science of flight in space. He understands the principles of flight and movement in a vacuum, the terrific hazards of space flight, of explosive decompression, cosmic radiation, unfiltered solar ultraviolet and infrared energy, of violent friction with the upper atmosphere, of the wild temperature extremes encountered in space. He is at home with orbital velocity, meteor dust swarms, apogee, and weightlessness—although he has yet to experience these conditions of space flight.

Dedicated to Work

Perhaps more important than all these indispensable qualifications is the fact that Jim Randall is dedicated to his work. He is a career officer. He could have quit the Air Force and accepted any one of a dozen civilian engineering and test piloting jobs that would pay him several times over the money he earns as a captain. He could have eliminated the risks he accepts in the Air Force as part of his daily routine.

But the money, and even the risks did not enter into his decisions. Jim Randall is an Air Force test pilot because he wanted to do this kind of flying more than he wanted to do anything else in the world. When the opportunity arose to be a contender for the first man to reach out into space, he wasted no time in asking for the job. Neither did any of the other test pilots. Randall was selected because he was the best qualified.

Why did he want to do this? Why is he willing to risk his life? He is a family man with children, a war veteran. He has done his job, more than most men ever will do. He could have a prosperous and a great career ahead of him. Why, then, is he risking everything to gamble his life on a punishing, danger-fraught flight into space—from which he may never return?

His answer is simple: "Because I want to."

(Next: Jim Randall's training.)



BACK HOME SAFE—Maj. Luther W. Lyles and his wife embrace after his arrival in Wiesbaden, Germany, from Tehran, where he and eight other U. S. airmen were released by the Russians.

Allegany Man Dies In Logging Accident

Coos Bay—(UPI)—Lionel Landers, 61, Allegany, was killed immediately Sunday when a logging donkey overturned and pinned him to the ground.

The deer is the most plentiful big game animal in America.

ing everything to gamble his life on a punishing, danger-fraught flight into space—from which he may never return?

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Ivan Not To Be Too Happy Even if Russian Outdistances United States

Editor's note: How serious is Russia's economic threat to the United States? In the following dispatch, a veteran financial writer sizes up the chances for fulfillment of the Kremlin's boast that it will overtake this country in industrial production—and tells what this would mean to the average Russian.

By ROBERT G. SHORTAL
United Press International
New York—(UPI)—Russia is making an all-out bid to replace the United States as the world's most powerful industrial nation.

But Ivan, the counterpart of Joe Smith, won't have too much to cheer about even if the Russians make good their boast.

Russia is concentrating on heavy industry and military production at the expense of consumer goods. Ivan receives less than one-half of Russia's total output of goods and services compared with two-thirds for Joe Smith.

The Russian consumer's standard of living is well below that of his American counterpart.

7.2 Hours for Stockings
The National Industrial Conference Board pointed out that Ivan must work 7.2 hours to buy his wife a pair of nylon stockings, compared with 30 minutes for Joe Smith. Ivan has to labor 36.7 days to buy himself a suit, compared with 3.3 days in the U. S.

To buy a pound of butter Ivan must work 193 minutes, while Joe Smith earns enough money to buy the same commodity in 21.9 minutes.

However, economists are not passing off lightly Russia's tremendous economic growth of recent years, nor

its boast to overtake the U. S. Dr. Raymond Ewell, vice chancellor for research at Buffalo university, said recently the Russians already lead the U. S. in the production of coal, aluminum, tin and wool. He said it may surpass this country in petroleum, iron, copper, lead and zinc in 25 years.

Goes Into Investment

The best estimates available indicate that as much as 35 to 40 per cent of the USSR's gross national product now goes directly into capital investment for plant and equipment, compared with 15 to 18 per cent annually in the U. S.

Russian industry is growing at a pace roughly twice that of the U. S. If this rate of growth is maintained, Russia could equal or surpass the U. S. in heavy industrial output by 1982.

Economists note that if Russia should cut-back its massive armament expenditure and funnel this money into industrial capacity, it could reach industrial equality or superiority before 1982.

It is against this backdrop that American industry is pleading today for a climate that would permit it to increase and modernize the nation's productive machine.

More Realistic Allowances

A key point in this campaign is obtaining more realistic depreciation allowances—the amount of money industry can set aside tax free each year to pay for the wear and tear on existing equipment.

The trouble with present depreciation laws, business-

men say, is that they permit companies to recover only the original cost of the equipment. However, 10 or 20 years later, when the equip-

ment must be replaced, the price may be two or three times higher. In that case the rest of the money must come from retained earnings or

from borrowings. Since companies cannot continually go into debt to obtain needed funds, these businessmen argue, the tax laws must be revised to enable industry to accumulate the funds needed to expand and modernize. The alternative, they warn, is to lose the production race to Russia.

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Left: The Relaxed Look, the direct route to fashion, this waist-detouring look has now invaded the sweater world here in JANTZEN'S blend of wool and vicara.

Left: Nobility of Knits. Presenting the "Contessa," one from a great family of sweaters done Italian style. Powder soft blend given a wide-wale ribbing and the very fashionable look of knitted crispness.

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Right: Important New Sweater Look. Again the new relaxed shape shirt styling. The new ridged ladder stitch that makes light of a bulky look. And a country side of rich, new landscape colors. A sweater you shouldn't be seen without this year!

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