

Design And Budget Problem May Slow Creation Of First U.S. 'Spaceship'

By RAY CROMLEY
NEA Staff Correspondent
WASHINGTON (NEA) — It will likely be at least another four years before America's first half-space ship, the Dyna-Soar, makes its first full-distance, manned flights from the edges of space.

The way it looks now, some time in 1964, or maybe even 1965, the plane will be boosted 100 miles into the air—with pilot aboard—and "glide" one full trip around the world before landing back where it started.

Even these dates may be optimistic. They assume that Congress will continually vote all the funds needed. And there won't be too many hobbles in design, testing and manufacture.

The major—"not really solved"—problem is heat. The pilots who ride Dyna-Soar will be in a plane that may get as hot as 2,500 to 2,900 degrees Fahrenheit or more in spots. It will travel at speeds up to 16,000 miles an hour.

The designers at Boeing—responsible for making the ship—think

they have a theoretical design that will handle the heat. Air Force scientists think so, too.

But at these speeds and these temperatures, a slightly "wrong angle" any place on the plane or a slight misassumption on the shape or material of the outside or inner frame, could cause disaster. The ship and pilot would burn up, or the whole plane could warp, deform and destroy itself.

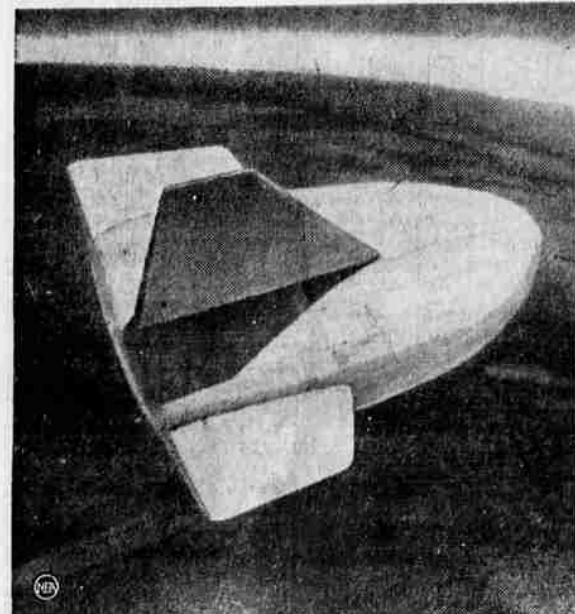
The precise shape, the precise angles and the precise structure of Dyna-Soar will have to be worked out step by step in wind tunnels and under experimental heat blasts as the plane is developed. Preliminary flying working models may be ready by early 1962. These will be tested by being taken up 35,000 feet or so attached to a B-52, let go to glide down under command of a pilot.

After this will come several more years of improvements and modifications. Then there will be a test of the ship boosted into space by missile, and left to glide down—but without a man inside. When that seems to work right, then a man will go up in space to pilot the Dyna-Soar down.

Dyna-Soar itself will be about the size of a World War II fighter. But with its blunt nose and rounded shape it won't look like any plane you have ever seen.

The precise shape hasn't yet been decided. But some preliminary plans of refined "later stage" models have the Dyna-Soar shaped almost like a huge chili bean with one end blunted and projecting guide fins.

The peculiar shape, of course,



HALF-SPACE SHIP as shown in an artist's conception of what an advance-staged Dyna-Soar will look like.

Doctors Seek Clues To Mystifying Increase In Death Rate Of Infants

WASHINGTON (NEA)—An unexpected rise in the infant death rate during the last three years has doctors puzzled.

Dr. Carl Dauer of the Public Health Service's National Office of Vital Statistics points out that from 1915 to 1957 there was a steady decline in the number of infant mortalities. In 1915, the rate was almost 100 deaths per every 1,000 births. By 1956 advances in medicine and health care had lowered it to 26 per 1,000.

But the next year, 1957, doctors saw the rate rise to 26.3. Then in 1958 it jumped to 26.9 with an estimated total of 113,100 deaths. The majority of these deaths involved infants under one month old.

The rate for 1959, tabulated through the month of August was 26.3. By September, it was down to 26.1. This is the latest figure available. So far PHS officials

can't tell if the final 1959 figure will be higher or lower than the previous year.

Studies being conducted by the U.S. Children's Bureau and the American Medical Association are expected to help pinpoint the answers to the problem. Right now, though, doctors are baffled. Many have theories, but they usually emphasize that so far there is no concrete evidence with which to back them up.

One problem is the nurse shortage, according to Dr. Nicholson J. Eastman, professor of obstetrics at Johns Hopkins Medical School in Baltimore. He says:

"The shortage of nurses, which is a tragic situation, has been getting worse. There are simply not enough competent nurses on duty to give babies the meticulous individual attention they need."

He explains that the job of caring for babies is often turned over to nurses' aides "who in many instances are grossly deficient." Health officials report that at least 56,000 more nurses are needed to meet today's medical requirements.

Another reason is given by Hazel Corbin, head of the Maternity Center Association in New York. She says, "Medical facilities have not been increased to keep up with the growing number of births."

Miss Corbin, along with other experts, also blames malnutrition in expectant mothers. She explains: "Although not all the causes of premature babies are known, we do know that malnutrition has a lot to do with prematurity."

Premature infants often stand less chance of surviving than babies who are born on schedule. In 1956, three-fourths of all New York babies who died within a month after birth were premature infants.

Nutrition experts say that teenage girls are the most undernourished group of Americans. Thus, the fact that more girls are marrying in their teens and having children might be a factor in the infant mortality rise, some experts say.

Doctors also believe the epidemics of staphylococci bacteria infections may be partly responsible for the death rise. These are the super germs that have become immune to antibiotics. They have been invading hospitals for the last three years killing young and old alike.

Studies show that the highest mortality rate is among non-white babies. The rate for non-white males is 78 per cent higher than that for white males while the rate for non-white females is 87 per cent higher than that for white females.

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will be to accommodate Dyna-Soar's extreme speeds and temperatures.

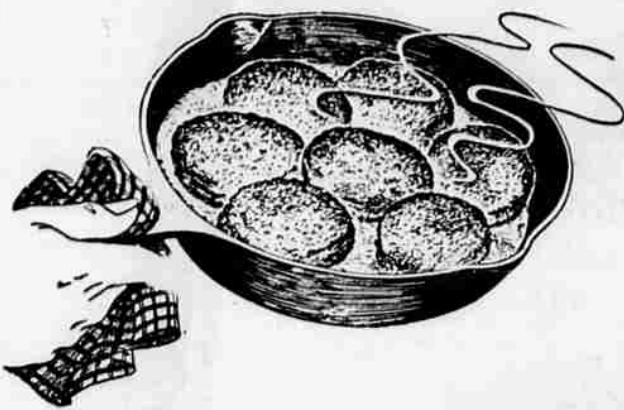
The rocket scheduled to boost Dyna-Soar into space is Martin's Titan intercontinental ballistic missile—scheduled to be ready in time.

Where is the Air Force attempting to go with Dyna-Soar? The present project is purely experimental. But if things work out then the glide bird may be the basis for two separate military projects the Air Force is vitally interested in.

First, development of a boost-glide bomber. This piloted ship would combine the speed and distance advantages of a missile and the intelligence of a human pilot. Since the ship could travel once around the world, the pilot could continue and land on friendly territory after his bombing raid.

Second, development of a real space vehicle capable of maneuvering in space and returning to earth.

These space ships would eventually develop into Air Force space fighters. Eventually they might be used to shoot down enemy satellites, enemy space stations, enemy ballistic missiles, and, of course, enemy space fighters.



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