

## MEDICINE

# Finds Sulfapyridine Speeds Recovery from Gonorrhea

Apparent Cures in From One to Eight Days Reported; No Failures in Group of 18 Acute and Chronic Cases

**A**PPARENT cures of gonorrhea in from one to eight days by the new chemical remedy, sulfapyridine, have led physicians of the Mayo Clinic to advise use of this remedy in treatment of the condition. Sulfanilamide has previously been used successfully to treat this disease but sulfapyridine may prove even more effective.

In their group of 18 cases there were no failures and few untoward reactions. Drs. E. N. Cook and E. B. Sutton reported at a recent Mayo Clinic staff meeting. In two cases symptoms continued for as long as nine and 14 days respectively, but in all cases negative cultures, showing absence of the germs, were obtained within from one to eight days. Both acute and chronic cases recovered under this treatment, but the

physicians point out not enough time has elapsed since the treatment to be sure that there will be no relapses.

A much smaller dose of sulfapyridine than required in treatment of pneumonia is effective in gonorrhea. The chemical seems to be most effective when combined with "mild local treatment." The mildness of the reactions to the drug among their patients is due, the physicians believe, to the fact that it was given in a small quantity of milk, which relieves the stomach and intestinal distress so often caused by sulfapyridine.

The advice to treat gonorrhea with sulfapyridine is based both on experiences at the Mayo Clinic and on cases reported by physicians elsewhere "in which the same phenomenal results and few relapses have been noted."

*Science News Letter, June 10, 1939*

## AERONAUTICS

# All Landings Blind When Necessary, Experts Forecast

**A**LL LANDINGS blind, if need be. Airlines, come fog or high water, virtually as regular as the railroad. This airman's dream will gradually sneak into reality during the next three years, government radio experts predicted and promised as blind landing studies begin in a newly dedicated laboratory of the Civil Aeronautics Authority at Indianapolis.

Minimum ceiling requirements—now 300 feet at the best airports and higher elsewhere—will be lowered a hundred feet at a time as pilots become skilled in the use of landing instruments and as equipment is more widely installed, they said. The first thing you know, paying passengers will be making regular trips in safety in almost all kinds of weather. A development that has been promised for "next year" for many years now will actually be accomplished.

The engineers foresee early adoption of a standard and practically foolproof

instrument landing system by the airlines and the Civil Aeronautics Authority on the basis of three months of intensive study to be started by the C.A.A. and the lines during the next few days.

In Indianapolis to dedicate the Authority's first field station, they declared training in earnest of the hundreds of airline pilots in how to come down out of the sky on a radio highway will begin this summer.

Ten airports throughout the United States will soon be equipped with blind landing apparatus similar to that at the new field station, said to be the most complete. The airports are to be chosen so as to encounter the widest possible variety of conditions and afford training facilities to the maximum number of pilots. The new C.A.A. unit is the only one involving four sets of equipment to allow landings in whatever direction the wind requires.

This system, worked out by the Radio

Technical Committee for Aeronautics and the airlines, and built by the International Telephone Development Corporation, will be adopted as standard with but slight modifications.

## Both Sight and Sound

Differing somewhat from previous systems, it gives the pilot both sight and sound indications of when he is near the airport and when he is passing over its edge. The glide path is formed by the intersection of two planes of radio signals. A vertical plane is generated by a localizer beam similar to the radio range in regular use. It tells the pilot whether he is to the right or left of his course. A second transmitter sends out its signals from a point 400 feet to the side of the end of the runway, in a plane slanting upwards. The pilot can slide down any part of this plane and reach the ground, but he slides down the particular path marked by the vertical plane of signals. He can come in all the way by radio or guide himself by the marker lights once he reaches the field, for he is then but 60 to 80 feet up.

*Science News Letter, June 10, 1939*

## PHYSIOLOGY

## Alcohol in Blood Limit Is Suggested Traffic Law

**"I**T SHALL be conclusive evidence that a person is under the influence of intoxicating liquor sufficiently to affect his ability to drive safely if it is shown by chemical analysis that within one-half hour after he has ceased operating a motor vehicle his blood contains one-half milligram, or more, of alcohol per cubic centimeter."

This is a new traffic regulation recommended by Dr. Yandell Henderson, Yale's emeritus professor of physiology, the father of 3.2% beer, and a proponent of moderation in the use of alcohol.

Just how valid are various proposed methods of analyzing for alcohol the blood or breath, Prof. Henderson would leave to the courts and their competent scientific advisers.

Analysis of the exhaled air is one method proposed, based upon the fact that when alcohol is in the blood a definite proportion of it diffuses into the air in the depths of the lungs. The breath can be collected by having the suspected person blow up a rubber bag. But Prof. Henderson considers this method unperfected and likely to give misleading results.

European investigations and confirming American tests show that the mod-