

IT used to be that every youngster wanted to drive a roaring locomotive at 60 miles an hour, or at least be the motorman of a street car. Now with millions of automobiles on the nation's highways, these wishes for thrill and speed have come true.

Today all boys envy Lindbergh and most of them select, at one time or another, aviation as a career. Model airplanes constructed by the thousands are making young America air-minded. Most of the aviators who are flying the air mail, the commercial and the military aircraft of the country are young. Radio, which achieved its place in the living room by dint of the enthusiastic labors of school-boy amateurs graduated into radio engineers, is also a young man's vocation. The conquests of the air and ether will continue.

The days of heroic deeds in aviation are not yet past, but the risks of pioneering the air are being reduced. Thousands of airplanes make regular scheduled trips to and fro with the calmness of routine operation. Aerial taxis will carry you from city to city with nearly as little prearrangement and excitement as the

auto trip from hotel to flying field. Airplanes now wear numbers just like automobiles and some business men own and drive their own.

Nevertheless the airplane is not yet perfect and the engineers and pilots are not yet satisfied. Bigger and better airplanes are being built; but in addition to the mere increase in scale and quality, new principles are being introduced in aviation. Some of the new ideas for safer and better aircraft are told in the article on page 179.

Giant airships will cross oceans, new air tracks across continents and oceans will be blazed, new feats of endurance will be headlined this summer. Less spectacular, perhaps, but more important, may be quiet tests in aeronautic laboratories and aircraft factories. Slowness in landing and taking off may not inspire public applause, just as a demonstration of superior brakes on automobiles cannot compete with speed races. The less thrilling events may contribute more to the advancement of the science.

Editorial

Science News-Letter, March 24, 1928

IN the weeks to come, the SCIENCE NEWS-LETTER will present several new and interesting features.

The issues of April 7 and 14 will be *travel* numbers. The scientifically inclined tourist will be able to use these issues as supplements to the more conventional guide books.

Europe will be the subject of the issue of April 7. Museums, archaeological sites, diggings for remains of early man, observatories, scientific shrines, volcanoes and other places of interest because of scientific associations will be listed and described.

America will be the subject of the issue of April 14. National parks with their geological and biological wonders, industrial plants, museums, and other places will be listed and described.

Readers are invited to send information on little-known places of scientific interest that should be noted in these issues.

Specimen copies of the SCIENCE NEWS-LETTER (the travel issues if you say so) will be sent to friends of readers, without charge, if names and addresses are listed and submitted to Subscription Department, SCIENCE NEWS-LETTER, 21st and B Sts., Washington, D. C.

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