

## MEDICINE

# Prevent Airsickness

**How the combat pilot avoids that pea green feeling. Illness from aerial acrobatics called a serious deterrent to progress. Preventive methods are effective.**

➤ HOW THE combat pilot can do loops, spins, Immelmann turns, wingovers and other combat maneuvers without getting airsick is told by Lieut. T. T. Flaherty, of the U. S. Navy Medical Corps (*United States Naval Medical Bulletin*).

Airsickness usually hits the aviation student below the belt for the first time while he is learning aerobatics, Lieut. Flaherty found, and it may be "a serious deterrent to progress" unless it is properly treated. Out of an average of 18 students a month treated for airsickness at one air station, only five were dropped from training for this reason and of these only one had followed the prevention rules offered by Lieut. Flaherty.

Here is what you should do on your next wingover if you want to avoid that pea-green feeling:

1. Adjust the seat to a high position for maximum visibility, being careful, however, that this does not interfere with full throw of the rudder paddles.

2. Fasten the safety belt firmly, thus minimizing "bouncing" and going a long way toward making plane and pilot one,

even as the good rider makes himself a part of the horse.

3. Refrain from staring at the instrument board. Rather, you should keep your eyes out of the cockpit as much as possible.

4. Most important, pick out some point of reference—a sort of guidepost—a long way off. In loops, spins, Immelmann turns, wingovers and other maneuvers, keep your eyes off the nose and wings of your plane. Take a straight stretch of roadway, fence line or even a point on the horizon as an alignment guide. Most students who became airsick during wingovers spent a great deal of time looking in the cockpit at the air-speed meter, and the "needle and ball" indicator, literally flying mechanically by instruments with no points of reference on the earth's surface ever being used. In snap rolls, a point of the horizon or a cloud bank could be taken as a point of reference. This point can be followed during the maneuver and the student will know his position throughout the roll.

5. Avoid executing the same acrobatic over and over as this tends to cause

airsickness to a far greater extent than if you vary them, and to wait a short interval between different acrobatics.

6. Never attempt a landing if extremely airsick, remaining at a reasonable altitude in level flight until the spell is subsided.

"Airsickness in most students during acrobatics is caused by their poor orientation in space," the naval surgeon concludes. "Airsickness can ordinarily be overcome when a student becomes oriented in the air by using his eyes to pick up points of reference on the ground."

Dancers, he pointed out, prevent dizziness by focusing momentarily on a certain point in the audience or on the wall as they complete each revolution in a whirl. In motoring, it is generally the back seat passenger who becomes carsick, not the driver, because the latter's attention is riveted to the road.

*Science News Letter, August 22, 1942*

## EDUCATION

## Phonograph Records Cut Week from Course in Code

➤ ABOUT A WEEK is cut off the time required to learn to send or receive international radio code through a new method of instruction developed at the psychology department of Columbia University by Prof. Fred S. Keller, an announcement by the University indicates.

The lessons, which are on phonograph records, are the result of experiments in speeding up the training of soldiers at Fort Monmouth, New Jersey, to meet the acute need for radio operators. The system is now being used at Camp Edwards, Mass., and at civilian training centers at Columbia University and elsewhere.

An aspect of the new training plan is that the signals are graded for difficulty and the hardest ones are learned first. The student thus is encouraged by finding his work becoming easier as he goes along. Another feature is that the words are pronounced on the records with the code signals for those words. This corrects the students as soon as any error is made in recognizing the code signal and prevents repetition of errors.

*Science News Letter, August 22, 1942*

Modern England, apparently because of her climate, is free from *termites*, although fossil records show that these pests existed there in past ages.

## EDUCATION

# Whistle To Learn Code

➤ YOU FORGET all about dots and dashes and learn to whistle as the first lesson in learning radio code, according to the best modern method contained in a handbook by John Huntoon (*American Radio Relay League*).

The dots and dashes are outmoded devices for writing down code signals and have no place in modern radio sending or receiving, the book says. Learning code consists of knowing a sound language, tapping it out on a key, or recognizing it as it comes in on a headset.

You whistle to duplicate the high-pitched audio sound used in code transmission if you are learning the code at home and when you are practicing it. You don't need to carry a tune, for the whistling is all done on one note—

the C above middle C on the piano.

But if melody is lacking in this sound language, rhythm is important. You practice this first. The short signals—the didididits—should sound like a blast from a machine-gun; staccato, evenly-spaced, precise. The long signals—the dahdahdahs—are legato and continuous, smooth and full.

The alphabet is taught in short groups with the difficult and easily confused signals mastered first. The familiar dididitdah for victory is in the third group. But you are not supposed to look at the book and learn the letters with your eyes. Instead you are urged to find some helpful friend to act as instructor and have him whistle the lessons to you.

*Science News Letter, August 22, 1942*