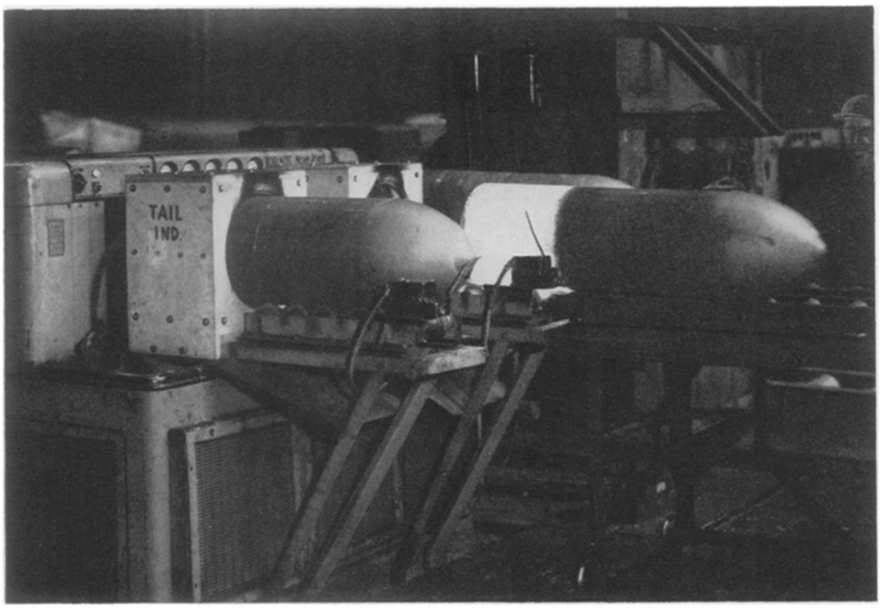

CONCENTRATED HEAT—In just three minutes and 15 seconds, the tails of these 500-pound bomb casings were heated to a 2,000-degree white heat at Wheeling Steel. The heating is done so quickly in an induction furnace that the front end remains cool enough to handle without tongs. The concentrated heating is made possible by the use of electric induction furnaces made by Ohio Crankshaft Company.

AERONAUTICS

Ocean-Going Glider

Commercial operations for the future foreseen as result of first crossing by towed glider carrying freight for Russia.

➤ THE OCEAN-SPANNING flight of a towed glider loaded with supplies for Russia, recently announced portends expanding use of the motorless craft for both military and peacetime transport.

This first 3,500 mile flight across the Atlantic is expected to help break down the prejudice against glider transport which some authorities charge has hampered the use of gliders in this country.

Gliders were the first heavier-than-air craft to carry man aloft. John J. Montgomery, California physicist, is generally credited with making the first flight in 1884, twenty years before the Wright brothers put power in man's wings.

Much of the early glider pioneering subsequently was conducted by Otto Lilienthal in Germany. After the first World War, Germany continued to experiment with gliders, and soon the movement swept the country, permitting the Germans to train their future war pilots under the guise of gliding as a sport.

They were among the first to try out the towed glider as a means of air transport, perhaps inspired by still earlier experiments along the same line by the Russians. During the present war the Nazis have used towed gliders both for transport of men and of materiel.

Development of the towed glider was largely disregarded in this country. Finally, less than two years ago, the Army Air Forces got a glider program under way and now have thousands of the sailplanes in service and have trained numbers of pilots. The glider just towed across the Atlantic is believed to have been of the type developed for the Army Air Forces.

A strictly American development, demonstrated by the Army's Air-Borne Command and All American Aviation Corporation last year, is the pick-up method of launching gliders. By this method the towing plane swoops down and snatches the loaded glider from the ground by hooking the tow rope onto the special pick-up device.

Recent research has further improved the method. Experts foresee economical post-war express and local freight service by pick-up gliders. Such use of tow[redacted] gliders would be practical only for relatively short hops with frequent stops, many have argued, but the 28-hour ocean flight completed by the Royal Air Force Transport Command may put even this contention in doubt.

Science News Letter, July 17, 1943

PHARMACY

New Pharmacy Corps Proposed for the Army

➤ A BILL setting up a Pharmacy Corps as part of the Army Medical Department has been passed unanimously by Congress. Under direction of 72 commissioned pharmacists, the Corps would be aimed at giving the Army the best pharmaceutical service available.

The Corps would handle all Army medicines, from purchase, through storage, shipment and compounding, to the final dispensing.

Congressional hearings brought out that in the past, men with only a few months of pharmacy training have operated some Army dispensaries, while men holding degrees in pharmacy worked under them. Numbers of inductees are said to have been put through a 90-day training period in pharmacy to fill the Army's needs, while at the same time registered pharmacists were being inducted into the ranks.

Despite controversies aired at the hearings, some Army authorities believe that revamping pharmaceutical service should wait until after the war, in view of the high standards of present Army drug supplies.

Officials of the American Pharmaceutical Association counter with the statement that putting pharmaceutical service under a Pharmacy Corps in the hands of registered pharmacists will be more efficient and give a better check on the quality of Army medicines.

Should the President sign the bill, it will be then up to the Surgeon General of the Army to decide what course of action is best for the Army.

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