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SCIENCE NEWS LETTER

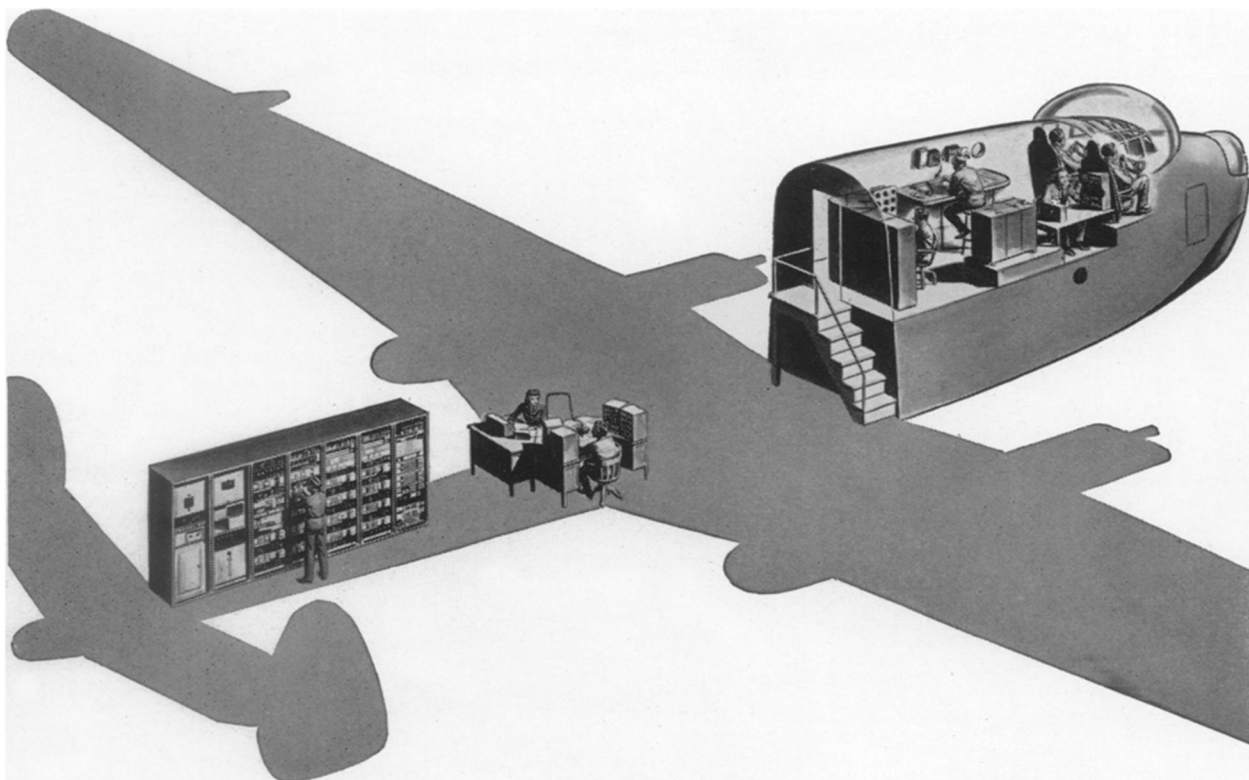
THE WEEKLY SUMMARY OF CURRENT SCIENCE • AUGUST 11, 1945



Fugitive Beauty
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A SCIENCE SERVICE PUBLICATION

THIS SEA-GULL LIVES ON THE GROUND



This is a "flight trainer"—an electronically operated replica of the PBM-3 flying boat. It was conceived by the Bureau of Aeronautics and developed by Bell Laboratories to train Navy crews on the ground.

The new crew climb a few steps to get in and from then on it is like being in a big plane at night. Controls tug against the pilot's grasp and "engines" roar in response to the throttle. From his desk, the instructor creates every situation of real flight — even to iced-up wings, conked-out engines and sudden air-pockets. Pilot and crew get the feel of danger without the hazard.

Once the control dials are set, the various effects are automatically organized and set in motion by concealed machinery which includes 200 vacuum tubes, 60 motors, loudspeakers and hundreds of associated parts. Twenty Laboratories engineers worked more than a year developing the project. Drawings covered an area equal to 15,000 square feet.

This is only one of the 1200 projects in which our experience has been able to help the Armed Forces. What we have learned in devising electronic circuits to train flyers will help build better telephones.



BELL TELEPHONE LABORATORIES

Exploring and inventing, devising and perfecting for the Armed Forces at war and for continued economies and improvements in telephone service.

Let's imagine it's the day after V-J Day.

Millions of American families who've patriotically suppressed their desire to go places during wartime are now anxious to be out on the road again.

But many of these families won't have a car of their own for some time to come, for thousands of cars will have gone out of service, and it may take years to replace them.

Won't it be only natural then for many travel-hungry Americans to turn to the buses that have served them so well during the war years? Furthermore, other millions of men, women and children will continue to rely on buses for daily transportation—to work, to

school, for shopping and visiting.

Thus the bus operator's postwar job may become bigger and more difficult than ever. However, there's one factor that will tend to make things somewhat easier. That is the better gasoline that will be available. (Today the best gasoline—improved with Ethyl fluid—is still fighting.)

We of Ethyl look forward to helping the bus industry make the best use of this better gasoline certain to come. We hope, through the continuation of cooperative research and service activities, to contribute to the improvement of engines, fuels and motor transportation itself.

POST WAR CAR FOR MILLIONS OF AMERICANS



ETHYL CORPORATION, Chrysler Building, New York 17, N. Y.

Manufacturers of Ethyl fluid, used by oil companies to improve the antiknock quality of aviation and motor gasolines.

