

ORDNANCE

V-2 Rocket Test

Radar tracks the flight of the gigantic weapon on its mission into the stratosphere during experiments at White Sands Proving Grounds, New Mexico.

By WATSON DAVIS

See Front Cover

► TO SEE a gigantic rocket go flaming into the stratosphere, farther than man has ever before hurled his might, makes one resolved that there should never again be a war such as the Germans waged upon London with sisters of the V-2 we saw launched upon the shining deserts at White Sands, New Mexico. The official U. S. Army photograph on the front cover of this SCIENCE NEWS LETTER was made approximately 100 yards from the rocket as it rose from the launching platform.

Suppose instead of peaceful scientific instruments there had been an atomic bomb in that rocket's nose.

The target of that V-2, and the two dozen to follow at weekly intervals, is the peaceful, almost airless stratosphere above us. The aim is to discover more about rocket flight than the Nazis in their destructive hurry had time to find out.

Jules Verne, and even the late Robert H. Goddard, rocket pioneer though he was, would have marvelled.

Radar tracked the swift flight just as our counter-rocket defenders hope they can spot one coming at us. A telescope any astronomer would be proud to own, 16-inch in size, watched the meteorite flung upward from the earth.

Two-thirds the way up to its world record altitude of 75 miles, the rocket yawed and twisted like a tin can in flight because the guiding fins had no air to work on.

Of most interest to the Army's ballistics experts was the path followed, the trajectory. They will compare the actual flight with the computed paths. These studies are the stuff that rocket progress is made from.

Almost too brief is the visit of the V-2 to the stratosphere if it is to make useful observations on cosmic rays. Or even the sun's spectrum unimpeded by the ozone layer that protects us from intense sun radiation here on the surface. Rocket experts are already wondering whether for scientific purposes they can

add a small boosting jet to the V-2 monster that would keep it at peak height a short time while instruments recorded precious information.

Closest approach of the record height reached in the firing of the V-2 was the approximate 50 miles reached by V-2 rockets traveling from the continent to London during the war. The previous U. S. record was 43 miles made by the American-made rocket "Wac Corporal" in tests at White Sands last October. The Germans in their experiments do not seem to have tried for ultimate altitude.

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MEDICINE

New Anti-Malaria Drug To Be Available

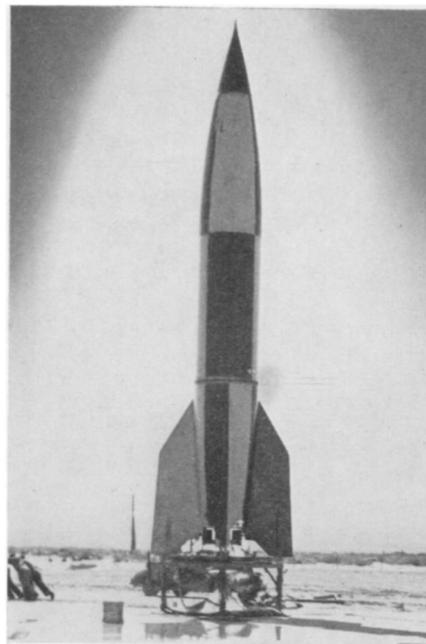
► A NEW anti-malaria drug will be in the drugstores of America probably by midsummer. The drug has been named aralen. It is one of the 14,000 substances tested for antimalarial activity by American scientists during the war. At that time it went under the name of SN 7618.

Better than atabrine and much better than quinine, was the verdict of scientists who tested the drug for the Board for the Coordination of Malarial Studies.

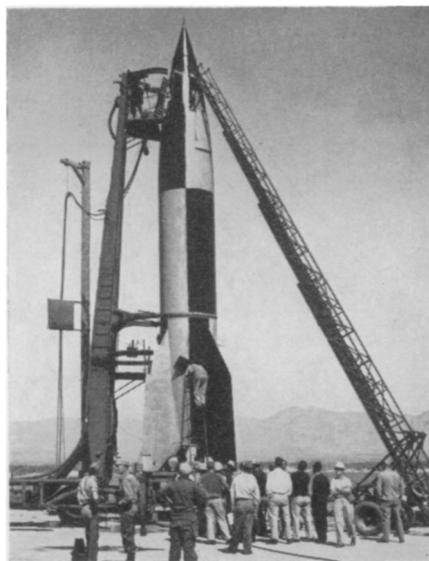
No yellowing of the skin goes with taking the white pills of SN 7618, or aralen. It does not cause stomach and gastrointestinal upsets. As a suppressive of malaria, it need be taken only once a week, compared to the daily dose needed when atabrine is used for the same purpose. As a remedy, the new drug stops an attack of malaria in 24 hours, while atabrine takes four to six days to bring about recovery.

Aralen is now being manufactured in commercial batches regularly, Dr. J. B. Rice of the Winthrop Chemical Co. reports. His company expects to have the drug available commercially within one or two months. The cost will probably be about the same as that of atabrine, Dr. Rice states, although no cost data are available yet.

Aralen, a member of the 4-aminoquinoline series of chemicals, had been made



DESTRUCTIVE! — Close-up of a V-2 rocket ready for flight tests at New Mexico. When fired, it carried approximately 5 tons of alcohol and liquid oxygen fuel as a part of the total weight of approximately 14 tons. Official U. S. Army photographs.



CONTROL V-2—Final adjustments are made on the delicate instruments used to control the flight of the V-2 prior to the tests at White Sands, New Mexico.