

PSYCHIATRY

**Mother to Blame
If Little Babies Cry**

► IT IS a mother's fault if the new baby cries a lot and is colicky at three months. A study showing this was reported by Drs. Ann H. Stewart, I H. Weiland, Allan R. Leider, Charles A. Mangham and Herbert S. Ripley of the University of Washington School of Medicine, Seattle, at the meeting of the American Psychiatric Association in Los Angeles.

Of 18 babies studied with their parents from birth to six months, six cried only for obvious reasons such as hunger or cold. These babies had mothers who felt sure of what to do for their babies and how to do it. After the first few weeks they could decide by watching their babies how much to hold, feed or care for them so as to make them very comfortable.

The other babies all cried a lot, eight of them for as long as seven out of 24 hours, though warm and fed. They usually cried for this long period at the same time each day. Their mothers were inconsistent in their care. Sometimes they fed the babies often, other days they held off feeding the baby even though he acted hungry.

Some days they picked the baby up whenever he showed a little restlessness, other days they ignored the crying for long periods. One mother even put cotton in her ears to avoid hearing her son cry but did nothing for him.

The babies who could anticipate being made comfortable whenever they could see or hear an adult and who cried little also gained steadily in height and weight and did not have vomiting spells. The babies who cried a lot seemed to associate the presence of an adult with discomfort and would begin to cry if they saw one. They did not gain and showed disturbances of digestion, circulation and muscle function.

Science News Letter, May 16, 1953

ENGINEERING

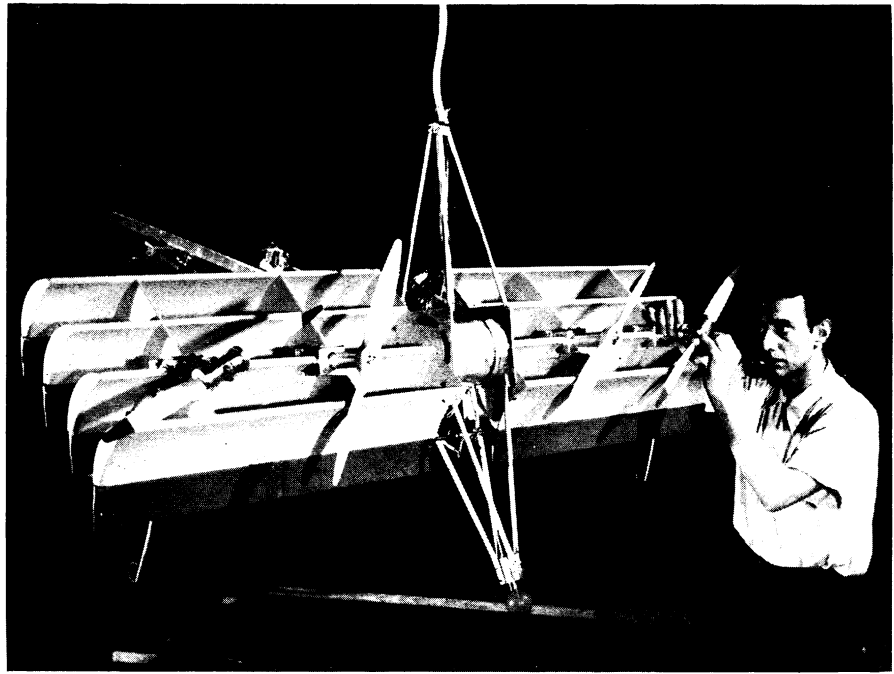
**Car Lights Rival
Pinball Machine**

► THE WELL-DRESSED automobile wears 38 light bulbs, although the 1953 average is only 20. But in 1940, the fashion was about 13.5 lights per car.

Today's car often has lights tucked away in the glove compartment and trunk as well as in conspicuous locations such as the dash panel. Val J. Roper, General Electric automotive lighting engineer, lists these lights:

Three instrument panel and three interior lights; two head-lamps, front turn signals, rear turn signals, license plate, fog, turn signal indicators, courtesy, and back-up lights; one each for head-lamp beam indicator, parking brake indicator, clock, glove compartment, radio panel, ignition switch, map, dome, under hood, trunk, hand spot, cigarette lighter, inner control spot, ash tray, automatic transmission and compass.

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VENETIAN BLIND WING—Close-up view of a vertically-rising airplane model, with a five-foot wing span, shows a design being tested to find an ideal passenger plane of the future.

AERONAUTICS

Planes to Rise Straight Up

To find an airplane that will rise like a helicopter but fly like a plane, aeronautical engineers are testing many designs, including a wing that looks like a Venetian blind.

See Front Cover

► TOMORROW'S SUPER-AIRLINER may take off straight up, yet it will not be a helicopter.

The plane will have two wings on each side, one above the other. Just before take-off, the passenger will see the wings curl downward in the rear. The powerful engines will roar, the plane will buck and heave, then slowly lift itself into the sky—straight up.

The passenger will note that he is hovering over the stamp-sized airport, then the wings slowly will straighten out to resemble present day designs. The big plane will begin to move forward, and soon will be thundering through the skies.

Models of the wings, which somewhat resemble Venetian blinds, now are getting workouts at the National Advisory Committee for Aeronautics' stability and control laboratory, Langley Field, Va.

Another version of the same idea would have the airplane perched on its tail while awaiting passengers. When loaded, the plane would climb straight up, level off and fly conventionally. But this idea does not

seem as desirable for commercial use as the bending-wing idea.

Other research at Langley Field includes problems of transonic flight—the speed range in which one law of sub-sonic aeronautical design contradicts a supersonic law, both “laws” governing the same thing.

The scientists also are searching for answers to the problems of heat generated by air friction at supersonic speeds. Such heat is great enough to make some metals glow red. It spreads itself unevenly over the plane's surface. This weakens the metal dangerously, limits the plane's top speed and could put the United States at a disadvantage if the enemy finds the answer first.

MIG's Wings Rip Off

Wings are ripping off Russian MIG-15's “every day” in Korea due to a design problem aeronautical scientists at Langley Field are trying to lick.

A National Advisory Committee for Aeronautics research scientist told SCIENCE SERVICE that U. S. Air Force planes run into the same problem. But Air Force fighters