

Scientist Foresees One-Hour Flights From Coast-To-Coast

By KEN DAVIS

Dayton, O., (AP)—One-hour commercial airplane flights from New York to the Pacific coast for \$75 are foreseen within the next three years by one of Germany's leading scientists.

"Our present speed for transcontinental planes is much too slow and the costs are much too high," says Dr. Alexander Lippisch, formerly chief designer for the Messerschmitt aircraft works.

"A supersonic (faster than sound) plane would be easier and cheaper to build and much simpler to maintain and one plane could make three times as many trips as the best transcontinental plane of today."

Lippisch is one of 86 German scientists who volunteered to continue their experiments in the United States under contract to the Army Air Forces. A recent tour of nearby Wright field gave newsmen their first opportunity to learn the identities and work of the German volunteers.

Because supersonic speed will be achieved only in the stratosphere, Lippisch asserted, flights will be

practicable only for distances of 1,000 miles or more.

For shorter distances "you better take your car," he advised. Economical speed, Lippisch said, would be 2,000 miles an hour.

What form the supersonic plane will take is a matter of dissension, even among the Germans. Lippisch declares the flying wing design is the answer, but Dr. Rudolf Hermann, another of Germany's top aerodynamicists, holds for the trapezoid wing, which he says reduces variations in pressure to about one-tenth of what they are in the flying wing principle.

Hermann declared the true fore-runners of tomorrow's supersonic planes already had been built by Germany in the summer of 1944.

Lippisch, to bolster his argument for the flying wing, pointed to the Delta-6. This all-wing plane, capable of whistling along at 650 miles an hour, was developed at Vienna but

the Russians arrived before it could reach the production lines.

Hermann said that although space ships and ocean-spanning rockets were only dreams during World War II, they are entirely possible.

"We were five years of peacetime development away from completion of an actual ocean-crossing rocket," he said, but added that German scientists had produced a successor to V-2, which they called A-9, in effect a winged V-2.

"The V-2 had a range of 190 miles," he said, but the A-9 could reach 350 miles, although at a somewhat slower rate of speed."

One number away, A-10, was the rocket designed to cross the Atlantic. A-10, Hermann said never reached the drafting boards, but all energy computations had been made.

It would have weighed 100 tons and would have operated with a 200-ton thrust. V-2 delivered a thrust. V-2 delivered a thrust of 25 tons.

The Germans never took talk of an interplanetary missile too seriously, Hermann continued, but he said such a rocket is entirely possible. It would have to be built with a three-stage ejection system to overcome gravitational pull.

Col. F. F. Helmick, in charge of the technical work of the German scientists, said they led the world in war-time development of infrared rays, supersonic wind tunnels, high-speed plane designs and jet and rocket propulsion engines.

"We had no propulsion systems comparable to the German's for guided missiles," Helmick said.

Contrary to general belief, the colonel added, the Japanese too did considerable original research and were highly successful in studies involving air flow, synthetic fuels and metallurgy.

"Scientific collaboration between Japan and Germany was extensive until the late stages of the war," Helmick said. "Then, mutual distrust and a breakdown of communications put an end to it."

One of the big reasons German researchers were able to lead the world in some phases of aerial development, Helmick said, was that "they had unlimited funds."

Although the Germans to whom newsmen talked were smiling, cooperative and most modest, Col. R. H. Curtis, chief administrative officer, declared that many of them "feel quite superior to our own scientists."

However, Helmick said, although German help will save the United States two to 10 years of experimentation, the Germans' work will be correlated with the discoveries of U. S. scientists "to achieve the best results."



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