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increased habitat (suburbia) and decreased predation all contribute to rising robin populations. DDT does contribute to substantial population declines among many other avian species, however (3). Jukes's is an example of the kind of thinking that concludes all is well with pesticides as long as there is food on our tables and robins on the

lawn.

CHARLES F. WURSTER, JR. Department of Biological Sciences, State University of New York, Stony Brook 11790

sample and results were extrapolated.

Our article stated that 12 robins was

an average of many counts within these

study areas, not a single count of 12 robins as Jukes inferred. The potential

inaccuracies of extrapolation are quite

evident to any scientist, which was why we used the process only as a "rough

estimation." Major conclusions were

not based on the accuracy of this extra-

the abominable straw man of robin ex-

tinction. We never mentioned this point

however, nor have other scientists.

While treatment of elms has killed mil-

lions of robins, high reproduction rates,

Jukes has erected, then demolished,

polation in any event.

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Federal Animal Care Projects

Cohen's report on the evaluation of animal care programs by the American Association for Accreditation of Laboratory Animal Care (Letters, 29 Dec.) should be encouraging to all who believe that peer evaluation within the scientific community can be successful. With the introduction of the Javits-Rogers bills (S. 2481, H.R. 13168), this concept and all issues regarding research-animal care will be increasingly debated.

The debate will probably cause some to inquire about current federal efforts to improve care and treatment of research animals. The Department of Agriculture's role through enforcement of PL 89-544 has certainly been significant in "persuading" some institutions to improve their animal care programs. Other federal agencies contribute through exemplary "in house" animal programs and research on animal care problems.

The National Institutes of Health has a program to assist institutions in meeting their requirements for researchanimal resources. This project grant program may support a variety of activities for improvement of animal resources and animal care programs. The projects range from highly specialized unique colonies of research animals to programs for improving the facilities, the scientific medical management of institutional animal colonies, and training programs for specialists in laboratory animal medicine. The program further supports projects for elucidating new model animal systems for more efficient and effective research into human health problems.

As more and more scientific institutions and their investigators recognize the significant contributions that can be made by the use of the correct animal model, properly cared for, we can expect even greater benefits than heretofore realized from animal research.

LOWELL E. WHITE, JR. School of Medicine. University of Washington, Seattle

Interstellar Travel

Although I endorse "Clarke's Third Law" (Letters, 19 Jan.), I challenge his statement that "any really competent extrapolation shows interstellar travel to be a rather simple engineering accomplishment."

An eminent practitioner of space vehicle design, Maxwell W. Hunter II, concurs with Clarke that fusion propulsion holds great promise for interstellar space ships capable of traveling at fractional speed-of-light velocities (1). However, he underscores the incomprehensible energy requirements necessary to propel spacecraft of realistic sizes. These demands would be measured in proportions of the total power output generated by the sun. Accordingly, the radiation-shield requirements, which compound the hazard of inadvertently vaporizing the manned spacecraft itself, appear to pose formidable problems based on any materials or cooling techniques known today. Further, each pound of spacecraft mass would necessitate initial space vehicle weights, which can be measured only in terms of significant fractions of the earth's total weight. Associated with

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these masses are the enormous thrust levels required for mandatory accelerations (a minimum of 1g from the orbit of the earth), for acquiring partial-light velocities in order to maintain practical acceleration-deceleration and realistic transit-time spans; that is, within a human lifetime. Moreover, techniques for magnetic containment of stabilized selfsustaining fusion reactions constitute a monumental engineering challenge.

Additionally, travel at even quasirelativistic velocities would produce contingent cosmic ray fluxes, as the starship impacts the widely dispersed atomic particles of interstellar space. As a further sociological obstacle, the implications of time dilation phenomenon may not prove fully acceptable to either the flight crew, or to their earthbound families.

Conversely, the promising specific impulse magnitudes (in hundreds of thousands of seconds) and the impressive characteristic velocity capabilities (in millions of feet per second), make fusion propulsion and mass-annihilation rockets the most attractive candidates for the distant future. However, the estimates of \$11,000 per kilo of helium-3, coupled with the \$275 per kilo of deuterium (heavy hydrogen) fuel, are totally inconsistent with the current budgets for lunar and planetary exploration. For purposes of comparison, today's liquid oxygen-kerosene rocket propellants cost 4.4¢ per kilo. Such fusion propellant costs appear to suggest that this human technological accomplishment is, indeed, two or three hundred years post-Apollo! Nevertheless, it is encouraging to discover that the national space agency is sufficiently far-sighted to sponsor "token" analytical efforts on fusion rockets. In an engineering paper titled "Fusion propulsion for interstellar missions" presented in November 1965 at a New York Academv of Sciences conference, Dwain F. Spencer reported on research conducted by JPL-California Institute of Technology under NASA contract No. NAS 7-100. How long must man's long-range space objectives be postponed until this type of vital exploratory research is again seriously sponsored by any federal agency?

PHIL BONO Space Systems Center, Douglas Aircraft Company, 5301 Bolsa Avenue, Huntington Beach, California

Reference

1. M. W. Hunter II, Thrust Into Space (Holt, Rinehart & Winston, New York, 1966).

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