

No life on Mars for earth bugs

United Press International

WASHINGTON — Concluding there is little or no chance for earth life to survive on Mars, a National Research Council committee says there is no need to sterilize future spacecraft landing between the planet's polar ice caps.

A NRC committee on planetary biology took a fresh look at the contamination risk posed to Mars by an unsterilized spacecraft from earth and said the environment is too harsh for growth of terrestrial bugs on frigid Martian deserts.

And the panel said the likelihood that an earth organism could survive at the poles, where less is known about the conditions, "is extremely low."

But the committee said this does not rule out the possibility that indigenous life forms may exist on Mars, or may have lived there sometime in the past.

"The limiting conditions for terrestrial life are not the limits for conceivable life elsewhere," the NRC panel said.

The study was made at the request of the National Aeronautics and Space Administration which has a present quarantine policy that calls for sterilization of any spacecraft designed to land on Mars. NASA's Viking spacecraft which landed on Mars in 1976 provided the first information on the surface environment.

"None of this new information suggests that the Martian surface is less harsh to terrestrial micro-organisms than was thought prior to Viking," the committee said in a report to the space agency.

On the other hand, the report said, two pieces of information supplied by the Vikings indicate the Martian environment is more severe than previously believed: a lack of detectable organic compounds in the soil and the presence of strong oxidizing compounds.

In addition, the Mars environment is very cold, very dry and subjected to deadly doses of solar radiation.

"Our conclusion is that no terrestrial organism could grow under the conditions found by Viking to prevail on sub-polar surfaces at the landing sites and none could grow under the conditions that are highly likely to prevail throughout the entire sub-polar regions," the report said.

"Few, if any, terrestrial organisms could grow in contact with even one of the adverse conditions cited, much less grow when exposed to all of them simultaneously," the panel said.

What this all means, the committee told NASA, is that heat sterilization is no longer required for spacecraft landing gently in the areas between the polar caps. The scientists said they would have no objection to sterilization as long as it did not harm scientific equipment.

Architect drawing 'errors' costly

United Press International

NEW YORK — If one of an architect's drawings of a valuable building shrinks a quarter of an inch or stretches that much, there could be a \$480,000 error in a 20-year lease.

That could mean lost rent in the case of shrinkage or a big overcharge and perhaps an expensive lawsuit — in the case of stretch.

Computer graphics can do much to eliminate this hazard and also save money and time in measuring expense over the years in the management of valuable properties, says Lawrence Lerner, president of SLS Environetics, Inc., of New York. SLS Environetics is an architectural firm that specializes in interior planning and design by means of computer graphics.

The quarter-inch shrinkage or stretch of the paper on which plans are drawn can produce an error of two feet in 100 feet in each direction if the drawing's actual dimensions are taken as a basis for space planning and fixing the rent and costs, Lerner said. The possible \$480,000 error in charges either way caused by the drawing distortion is based on a yearly rental cost of \$15 a square foot.

But dimensions stored in a computer memory, once entered accurately, don't shrink or stretch. They can be retrieved at will and used to plot new drawings and new plans on the cathode screen that can be printed out automatically.

Lerner said one of the big problems in real estate management is that often the original architectural drawings of big buildings get lost. As a result, either costly new physical measurements must be made

every time a long-term lease of substantial space or a sale of the building is negotiated or undependable piece-meal drawings and calculations must be relied on.

"It is amazing to discover to what a great degree even the more sophisticated real estate operators and companies renting space or buying buildings fail to employ foolproof methods of measurement and calculation," Lerner said. "Often the deal actually is based on an inexact compromise between two sets of measurements provided by buyer and seller or landlord and prospective tenant."

The magnitude of the possibility

for error was impressed on Lerner when his company recently obtained a contract to prepare a prototype of a foolproof set of rental plans for a huge building at 2 Broadway in Manhattan for Olympia & York, the Toronto firm that bought the \$100 million holdings of the Uris real estate empire.

"The structure is about as complicated as old-fashioned fancy German wedding cake and was built under the pre-1960 Manhattan zoning code," Lerner said.

SLS Environetics' first task is to use computer graphics and some physical measurements to get an absolutely exact computation of the

total space, the rentable space and the space devoted to elevator shafts, stairways and other facilities which must be prorated to the tenants. A basic master plan for each floor must be plotted on the screen and stored in the computer.

SLS Environetics has developed software that will enable a draftsman using the cathode screen and these new basic drawings, made automatically, to pinpoint any spot on the floor to the thousandth of a foot. This means computer graphics can be used to plan re-assignments of space and remodeling of floors at great savings compared with conventional methods, Lerner said.

Production indicates good economy

United Press International

WASHINGTON — Industrial production, a key indication of over-economy health, rose 0.5 percent in September. But production of consumer goods remained sluggish, the Federal Reserve Board said Tuesday.

The increase, identical to that in August, was consistent with the administration's projection that the economy will expand between 3.5 and 4 percent for the rest of the year.

The biggest problem area continued to be the consumer sector where output increased by just 0.1 percent, the slowest since June, the board said.

Production of consumer durable goods fell by 0.7 percent because of a nationwide strike by railroad workers which hindered automobile production, the board said. Production decreased 0.5 million from August to September.

Industrial production gains, a measure of factory, mine and utility output, have remained steady in the 0.7 percent range since last August — mostly due to strength in business equipment and construction sectors.

This pattern held true in September, the board said, as business equipment output rose 0.6 percent and construction increased by 0.4 percent.

Industrial production in August stood at 147.5 percent of the average of 100. It was 6.5 percent higher than in September.

Boat expenses, says yacht builder

United Press International

NEW YORK — Nothing seems to have changed like a policy of "hang the wind" if you've got a superior boat and the kind of personality that goes with it, says Filippo Theodoli, with his wife, Katrin, makes custom boats at Miami.

The Magnum was developed originally by Don Aronow, the famous offshore racing champion. Theodoli bought the business from Aronow several years ago. Magnums sell for \$100,000 to \$780,000 and are regarded as the world's most spectacular high speed boats. They are noted for their strong hulls, fast engines and great stability and maneuverability.

Seriously enough, Theodoli was personally interested in racing

even though powerboat racing first developed in his native Italy.

It was Italian racer-designers who built the fastest hydroplanes, and in the heyday of wooden boats, Italian triple hull construction was the epitome of quality. Magnums are made of fiberglass and DuPont's Kevlar fiber.

Theodoli's interest in the Magnum grew out of his interest in naval patrol craft. Scion of a Roman family that traces its ancestry back to the early Caesars, he graduated from Italy's naval academy and served in patrol boats towards the end of World War II.

Since he is half American — his mother was a member of the wealthy Thaw family of Pittsburgh; Harry K. Thaw, central figure of one

of the country's most celebrated jealousy murder cases, was his great uncle — Theodoli got in the American OSS service at the end of the war and then came to the United States.

"I worked at a variety of jobs but gravitated into advertising and did well at it," he says. "In those days it was hard for an Italian to get a permanent visa to stay in this country and become a citizen, but I finally managed."

Theodoli says he basically is a businessman, leaving engineering and design questions to specialists. But his purpose is the same as Aronow's, to build the finest offshore power boats possible and to the devil with expenses.

Magnums still are sold for racing

but Katrin and Filippo regard more importantly the utilitarian users and those who want Magnums for luxury yachts. Magnums are capable of speeds of 70 to 80 mph in a fairly rough sea. That's similar to 175 mph on land.

Of the 760 Magnums now in use, a handful are \$780,000 53-footers. These are owned by the royalty of Spain, Sweden, Saudi Arabia, Kuwait and Panama and a few extremely rich European commoners.

The Magnums that are sold to navies, coast guards and to industrial and scientific customers and some racing enthusiasts can cost anywhere from \$40,000 to \$500,000.

"The whole secret," Theodoli says, "is that quality pays, no matter how much it costs."

Margo's la Mode
MANOR EAST MALL

Laced and zippered leather in bramble or brown.
Very Special At
39.99



foleys

foley's won't give you the silent treatment

Go ahead, apply for a charge account! Foley's won't leave you flat-footed...we're willing to give a kid the big break into the wonderful world of credit. Then, when your roommate's cooking starts tasting like boiled boot, or your interview suit comes from the back of the closet riddled by the ravages of years of disuse, you can turn to us. A Foley's charge card in the hand is worth food in your stomach or a shirt on your back. And, in these modern times, it's worth establishing credit before facing those bright city lights to start your career. So, if you're a junior, senior or graduate student (and can prove your classification by a listing in your student directory or otherwise) fill out and return this application. We'll send your Foley's charge card post haste. It'll sure beat tramping around wondering where your next three-piece suit is coming from.



Send this application to: Foley's Credit Dept., P.O. Box 1971, Houston, Texas 77001.

First name _____ Initial _____ Last name _____
 Local address _____
 City _____ State _____
 Home Address _____
 City _____ State _____
 Age _____ Married Spouse's name _____
 Unmarried Separated Phone no. _____
 Maj. Subject _____
 Class status: Jr. Sr. Grad.
 University/College _____
 Parent, guardian _____
 or nearest relative _____
 Name _____ Phone no. _____

Number and Street _____ City _____ State _____ Zip _____
 Bank at _____ Checking Savings
 Loan

Have you or your spouse ever had a Foley's account? _____
 If yes, account number or Name _____
 Date _____ Signature _____