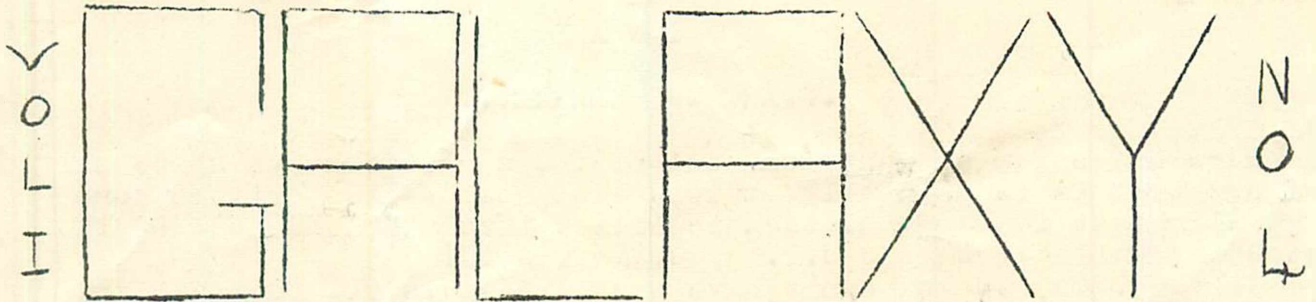


EDITOR IN
CHIEF

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... EDITORIAL ...

In our last issue we forecast the appearance of an independent issue of "Galaxy" scheduled for Dec. the First. But due to unforeseen difficulties in stencilling which necessitated either that we put out a slip - shod affair or held matters up for the time - the latter of which we decided to do - it never materialized. For this we apologise.

Learning by experience we have decided not to set a definite date for our initial appearance again - yes we intend to turn up some time or another!!! - but we will go as far as to say that, all going well, it will occur during January. Infact we can almost guarantee this. But we need subscriptions now in order to decide how many copies to prepare, and, in order to satisfy those who may be a little "chary" of sending cash for a mag that has already made one "false start" we guarantee that in the event of our being forced into "liquidation" ALL SUBS WILL BE IMMEDIATELY RETURNED... This applies to unused subs to subsequent issues as well...

Now note this well for it is of the utmost importance. SUBSCRIPTIONS MUST BE SENT TO ... Don. Houston. 142 ARDINGTON ROAD. NORTHAMPTON. and NOT, as you might expect to ye editorial abode.

So come on, subscribe now, 6d. per copy, 2/- per year (4 issues) is all we ask... And look what you get. 40 quarto - size pages of the very best of material!!! It's an offer you can't afford to miss!!!

Incidentally you might be interested to learn that the name - the title of the mag we mean - has been changed from "Galaxy" to "Colossus"...

For your interest the contents includes 5 lengthy articles of all natures, 2 pieces of fiction of a very high quality indeed, a complete annotated index of Englands first STF. mag SCOOPS - the first of a series of "rare - mag" reviews... - 10 or more pages of selections from rare fanzines of the past, numerous depts, features etc, etc. All profusely illustrated.....

WE intend to attend the MIDVENTION - and we advise you to as well if you are able. It'll be worth your trouble... However, you know, it will not be run on the scale of, shall we say, the Dervention. The "planning Committee" fully realize that facilities for such could not be arranged at the present time and have never thought otherwise as many seem to have got the impression. It is intended to be purely a "Local Affair" its primary aim being to bring Midland fans together though of course "outsiders" are more than welcome... If interested write to R.R. Johnson. 108 Kimberley Road Leicester for details...

This issue of "Galaxy" itself has not been immune from the laws of Change. It is now edited solely by Terry Overton, Stencilled by Don Houston and duplicated as usual by J.M.R. But one thing has not changed - we still want material - both for "G" and "Colossus" - so how about obliging us? Leave rocket travel out a little please... thanks... YE ED.

F I N A L

by

...ARTHUR CLARK...

Here are a few comments on some of the suggestions on space ship design. First it is painfully obvious that most of the writers have not the slightest idea of the technicalities involved, and most of their ideas are culled from the s.f. mags. Nuff said!

Silburn. Oh, so you can't have a ship that is 90% fuel can you not? That is true but gives a very false idea. It is still possible to make a ship with an overall fuel ratio of nearly a thousand to one by using the principles of cellular construction, as in the BIS design which has been extensively publicised.

When it is possible to refuel ships on other worlds much more advantageous ratios can be employed: in fact the improvement is about ten to one! However I agree that chemical rockets do not seem likely to be economical though improvements in design and fuels may make them so.

Why should we leave at seven miles a. s. ? Because although a rocket could travel as slowly as it liked, in theory, it would very quickly burn up its fuel just "sitting still" fighting gravity. The most economical use of the fuel is a rapid combustion to impart the full velocity to the ship at the earliest possible moment so that it can coast the rest of the way out of the Earth's gravitational field. The rate of combustion is limited by the acceleration the crew can stand and so the ship would not reach its full speed for nearly two thousand miles. By that time it would be travelling very nearly 7mps. So the 7 m.p.s. figure does relate to the practical rocket ship.

Streamlining. Who the hell discussed the use of streamlining at 7 m. p.s.? By the time the ship reaches that speed it is a couple of thousand miles up in high class vacuum. But for many miles the ship has to plough through air and then streamlining may become vitally important. It would make a difference of literally millions of H.P.! Above 600 m.p.h. true streamlining fails but it is important to have a correct profile. Why does R.J.S. think that shells are pointed???

Windows. Why on earth should't the control cabin be in the obvious place, the nose of the ship? The body of the ship would be useless to protect it against any possible accident - in space at least.

"Nothing much to see". My God, does the fellow know what he's talking about???

As for the idea of using television to look at the stars - does Silburn realize the weight and complexity of television equipment? We want the ship's circuits to be as simple as possible and as light as light as they can be made.

And what may the "Two inch layer of ozone" be? I presume the reference is to the very thick - many miles at least - layer round the earth which would be two inches thick at ground level pressure. And in any case this layer only stops ultraviolet and has no effect on the inconceivably more penetrating cosmic rays.

I assume that R.J.S. is really capable of working out what 7mps comes to in mph. and that the figure in para. 5. is a typists error.

The idea of a ship deliberately emptying itself of precious air is the funniest thing of all. I suggest that S. works out just how much the air in a ship would weigh.

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