

Francis Galton Laboratory for National Eugenics at University College, London, the Royal Medico-Psychological Association, the Central Association for Mental Welfare, and for other representative individuals specially selected for their scientific or medical attainments. In accordance with the terms of the bequest, Prof. R. J. A. Berry will act as chairman of the committee, which will meet in London at the house of the British Medical Association, with Dr. G. C. Anderson as its honorary secretary. As the committee has not yet met, nothing has been determined as to the nature of the researches to be carried out, though doubtless one line of approach will be the hereditary transmission, or otherwise, of mental deficiency and other disorders. Applications will shortly be invited for a specially selected team of investigators, particulars of which will be made known later.

Preliminary Tests for Everest Flight

A WESTLAND PV-3 type two-seater biplane, named the *Houston-Westland*, fitted with a Bristol Pegasus S.III engine, piloted by Mr. H. J. Penrose, test pilot at the Westland Aircraft Works, reached a height of 35,000 ft. at Yeovil on Wednesday, January 25. The total time in the air was about 1 hr. 40 min. This constitutes a world's record for a two-seater aircraft. This machine has been specially adapted to undertake a flight over Mount Everest in conjunction with an expedition led by Air-Commodore P. F. M. Fellowes, with Lord Clydesdale as pilot. Specially designed electrical heating apparatus includes not only heated clothing, but also warming devices for the cabin, the valves of the oxygen apparatus for breathing, many of the instruments and jackets for the cameras. The pilot's cockpit is a normal open one, but is fitted with a hooded windscreen as a protection against draughts. The observer's cockpit is roofed over and is provided with sliding windows in either side and the floor for photographic purposes. Williamson Eagle cameras and cinematograph apparatus are to be used. The machine weighs about 5,000 lb. fully loaded as for the Everest flight, and, as is usual with supercharged engines, carries a propeller that allows the full horse power to be developed only after passing 13,000 ft. height. Temperatures down to -40° C. were registered inside the observer's cabin at the extreme altitude reached. The elimination of vibration, to assist the photography, has been specially dealt with, and in this respect the flight was very successful. A second machine is being converted similarly to take part in the expedition.

Aircraft in Relation to Petroleum Technology

THIS subject has recently received a good deal of technical and non-technical publicity, both in Great Britain and abroad. Resulting from the extensive use of aeroplanes during the War for reconnaissance and survey purposes, aircraft operations afterwards gained a firm foothold in the technique of exploration, particularly in inaccessible territory. Developments were rapid and the applications to map-making were

perfected and commercialised. The incidence of aircraft as an important factor in geological studies is of more recent date and primarily owes its recognition to the important work carried out in North and South America in connexion with exploration for petroleum, including the survey of pipe-line tracks. Both in the realm of petroleum technology and mining geology, aerial reconnaissance and photography have proved valuable as time- and money-saving factors. The literature on this aspect of the subject has grown extensively during the last few years, and probably one of the most complete accounts of the subject was given by Mr. Donald Gill before the Institution of Mining and Metallurgy recently, when he dealt with "Aerial Survey in Relation to Economic Geology". This paper contains a useful bibliography, which has been reproduced with additions by Mr. H. Hemming, who discussed the commercial aspects of the subject at a meeting of the Institution of Petroleum Technologists on January 10. Mr. Hemming showed clearly that the main value attached to the use of aircraft in exploratory work is for obtaining rapidly information of technical value, and for transporting personnel or material from one place to another. He gave a very succinct account, not only of what has already been accomplished in this direction, but also of the potentialities of further development of air survey.

Empire Broadcasting

SINCE the opening of the Empire Broadcasting Station at Daventry on December 19 (see *NATURE*, 131, 16, Jan. 7, 1933) the British Broadcasting Corporation has received a large number of cablegrams reporting reception of the transmissions in all parts of the world. A very large number of letters has also been received from listeners, and extracts from some of these are published in recent issues of *World Radio*, which is now the official organ of Empire broadcasting. Good quality reception is reported from such places as Bagdad, the Federated Malay States, Zululand, Tanganyika, various parts of India, New Zealand, and North and South America. In some places, particularly South Africa, local atmospheric conditions have marred the reception to some extent, but on the whole it would appear from the first few weeks' tests that the inauguration of the new Empire broadcasting service has been a conspicuous success. The aerial arrays and the transmitters for the Empire Broadcasting Station at Daventry were designed, constructed and installed by Messrs. Standard Telephones and Cables Ltd.

Anthropological Survey of Ireland

A FIVE-YEAR plan for an anthropological survey of Ireland has been formulated by anthropological members of Harvard University. It will cover the archaeology, social anthropology and the physical characters of the Irish people. In a preliminary account and progress report of the survey (*Science*, vol. 76, No. 1978) its object is said to be "to produce some sort of scientific interpretation of the Irish