Magazine for the Society. In 1953 he was awarded the Veitch Memorial Gold Medal and in 1956 the Victoria Medal of Honour, the Society's highest award. He gained the O.B.E. in 1955.

Until the last two years of his life Turrill belied his years both by his comparatively youthful appearance and by his activities. He was good-humoured and generous in helping those less gifted than himself. Recreation, apart from reading, seemed to come from change of work and his remarkably full life would have been impossible but for the devoted and constant companionship of his wife (*née* Florence Emily Homan), whom he married in 1918 and for whom much sympathy will be felt.

GEORGE TAYLOR

Mr. Charles S. Durst

CHARLES S. DURST was born in 1888. After graduating in mathematics at Pembroke College, Cambridge, in 1910, he worked in Malaya as a surveyor, but on the outbreak of the First World War joined the Royal Engineers, with whom he served in the Middle East. He came to the Meteorological Office in 1919, and was posted to the Marine Branch, where he helped to set up the world's first punched-card installation for dealing with meteorological statistics. In 1928 he moved to Cardington to take part in the broad programme of investigations necessitated by the Empire Airship Scheme. The death of his superintendent, M. A. Giblett, in the *R 101* crash left Durst with the task of winding up the programme, and he was the leader of the team which produced the massive *Geophysical Memoir* No. 54, "The Structure of Wind over Level Country", based on experimental work done at Cardington, a separate section of which was devoted to Durst's own theory of eddies.

After an interval as a forecaster, he was placed in charge of a newly created Special Investigations Branch in 1940, and was able to devote the rest of his working life to the kind of study which best suited him. The main body of his work was of the pattern set by his period at Cardington, and was concerned with such topics as aerial navigation, the climatology of air routes, and the effects of turbulence on aircraft; but he also studied such diverse subjects as the efflux of gases in mines, the structure of wind associated with fronts, the meteorology of radio propagation, vector statistics, and friction at the Earth's surface. His pioneer work on statistical methods of forecasting has had a profound effect on forecasting methods in Britain; it also gave him great entertainment, for he had a lively sense of humour and enjoyed demonstrating how closely his procedures could rival the more elaborate and laborious methods of the synoptic forecaster.

Durst retired from the Meteorological Office in 1957, but continued active as a private consultant. His success in so many fields was based on his genius for handling intractable data. No masses of observation, however unreliable or heterogeneous, daunted him. Indeed, he liked to surround himself with dusty piles of papers so enormous that on entering his room one could rarely see whether he was there or not. But he worked with great patience, concentration, and a quick eye for essentials, and somehow managed to extract his solutions surprisingly quickly. He was the kindest of men and, though he was rather hesitant of speech, his humour and the acuteness of his observation made him a most entertaining companion.

Durst died suddenly on Christmas Day 1961. He leaves a widow, *née* Mary Helen Blakiston, whom he married in 1921, and a son and daughter.

B. C. V. ODDIE

NEWS and VIEWS

Lieutenant-Colonel John H. Glenn

The First American Manned Earth-Satellite

ON February 20 at 14.47 U.T. the *Atlas D* rocket was successfully launched from Cape Canaveral carrying the first U.S. astronaut, Lieutenant-Colonel John Glenn of the U.S. Marines, in the *Mercury* capsule, *Friendship VII* (see also p. 807 of this issue). The satellite, which weighed 2,970 lb. (1,350 kgm.), excluding its rocket booster, was projected into an orbit inclined at 32.5° to the equator, and having an orbital period of 88.6 min. Its height above the Earth varied between 100 and 162 miles (161 and 261 km.). The satellite, designated 1962γ1, made three revolutions around the Earth: its deceleration by retro-rocket began west of Los Angeles at about 19.20 U.T. and it descended safely into the Atlantic some 200 miles north-west of Puerto Rico at 19.43 U.T. after a flight of 296 min. The *Atlas* rocket booster 1962γ2 remained in orbit for about nine revolutions. During the voyage Colonel Glenn was able to keep in touch with his fellow astronauts at various tracking stations around the world, and people in many countries were able to listen to him by radio. On his return Colonel Glenn gave an account of his experiences and reactions. On February 23, he, and Dr. Gilruth, director of the project *Mercury*, were decorated at Cape Canaveral with the Distinguished Service Medal of the National Aeronautics and Space Administration.