

ANATOMY

Table of Ideal Weights

New figures for men are based on height and size of frame and not just on age. Six-footer with large frame may weigh between 169 and 185 pounds.

► A NEW TABLE of ideal weights for men appears, in response to popular demand, in the Metropolitan Life Insurance Company's *Statistical Bulletin*.

A similar table for women was published last October and ever since, it appears, the men have been clamoring for one.

The new table applies to all men 25 years or older. Weight tables in common use heretofore were based on average weights and showed a progressive increase with age. Such increases are undesirable from the standpoint of health and longevity.

Actually, of course, there is no single set of best or ideal weights for all men of a given height. Body build, including the bony structure, width of shoulders, length of trunk in relation to total height and muscular development result in weight variations. The Metropolitan statisticians have taken such factors into consideration and made their table for three classes of body build, small, medium and large, at the different heights.

So, whether you are 25 or 65, if you have a small frame and measure five feet nine inches, you should weigh, in ordinary street clothes, between 140 and 151 pounds. If you are of medium build and the same height, your weight should be between 149 and 160 pounds. With a large frame at the same height, the table allows you 157 to 170 pounds.

The six-footer of large frame is allowed between 169 and 185 pounds. Only those with big frames who are six feet three inches tall are allowed to reach the 200 mark. Their ideal weight, according to the table, it between 184 and 202 pounds.

Calling attention to the health dangers of overweight and the patriotic necessity of conserving food for our fighting men and the civilian populations of our allies abroad, the life insurance company's bulletin states:

"Overeating, which even in peacetime is an indefensible habit of self-indulgence, is little short of scandalous today."

Science News Letter, July 24, 1943

ORNITHOLOGY

Pigeons Aid the Allies

First news of the Tunisian victory was delivered by a homing pigeon. Pigeons are being used in all branches of our service.

► FIRST NEWS of the Tunisian victory was delivered to Headquarters via homing pigeon. "Yank," speeding over 98 miles in an hour and 52 minutes,

started on its trip around the world the news of the Allied triumph.

Pigeons are being used as a means of communication in all branches of our service. When a radio message might release valuable information to the enemy, or when the radio is out of commission, pigeons have faithfully brought the message through. The birds are apparently not bothered by the flash of artillery or the roar of an airplane.

Capsules containing the message that must be delivered are attached to the pigeon's leg. In the case of more lengthy messages, they are attached to the bird's back. Even in combat areas, 96 out of every 100 pigeons get through (*Audubon Magazine*, May-June).

The pigeon's home loft may be made in a movable vehicle which can be transported to the place where the message should be delivered. Birds raised in movable lofts are particularly valuable during time of war. Homing pigeons have been known to fly great distances, and "thousand mile birds" are not uncommon.

The British Coastal Command resumed the rescue pigeon service shortly before the war, and more recently the British Bomber Command adopted it. With a pigeon or two on board, the bomber crews have an extra feeling of security. Should they be forced down before their position can be given via radio, the bird can be relied upon to take home the news of their plight.

"Winkie," pet of the crew of an ill-fated Beaufort forced down at sea, broke out of her cage before a message could be attached. Her owner, when she reached home, reported to the crew's base airdrome that she had returned all wet and oilstained. Working on the pigeon's cruising speed and knowledge that she would not fly at night, the area of search was narrowed. Within twenty minutes the lost men were located.

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AERONAUTICS

Plastic Airplane Parts Prove Better Than Metal

► PLASTICS, performing the same functions as aluminum in certain parts of airplanes, save weight, cost less and in some ways are better than corresponding metal parts, declared W. I. Beach, chief engineer of North American Aviation, Inc., at the meeting of the American Society of Mechanical Engineers in San Francisco. "A method of treating thermosetting laminated material was discovered which contrary to the thermosetting concept permits forming of objects having simple and compound curvatures," he said.

"According to all definitions of phenol-formaldehyde plastics, the material when finally cured under an application of heat and pressure becomes infusible and insoluble," he continued. "This theory is erroneous in so far as it is applied to the phenolic laminated sheet material manufactured today. The fact that an apparent thermosetting product can be formed indicates that complete polymerization or cure has not taken place. This is borne out by an actual case wherein a test specimen was formed and formed twelve consecutive times."

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