Nature Note

> THE VOODOO lily is one of those strange flowers that does not have a sweet smell—on the contrary, it emits a disagreeable odor somewhat like carrion or decaying blood.

With this smell, so highly unpleasant to humans, the lilies attract flies and some scavenger beetles which slip into the flower chalice and inadvertently pol-

linate the lilies.

This plant, Sauromatum guttatum, belongs to the arum family which includes the calla lily, jack-in-the-pulpit, and skunk cabbage. A leaflike structure called the spathe enfolds a long thin central shaft, or spadix, which is the reproductive organ of the plant. On the top of the spadix is a ring of male flowers and on the bottom are the female flowers.

When the lily is ripe for fertilizing the spadix begins to heat up, reaching temperatures 25 degrees F. or more above the surrounding air. For several hours the heat vaporizes amines and ammonia from the plant, and these produce the unpleasant odor which attracts the insects. When the flies arrive, the upper parts of the flower are so slippery with oil droplets that the insects slither down through bristles on top into the enclosed female flower chamber. There they feed upon a sweet sticky fluid exuded by the female flowers. At the same time, they become covered with the fluid.

During the night, the male flowers ripen and cover the insects with pollen grains.

After the male flowers have performed their essential duty, the bristles begin to wilt, thus permitting the night prisoner to escape.

TECHNOLOGY

Computer to Unsnarl London's Air Traffic

➤ HANDLING the air traffic snarls over London should become easier in 1969, when a massive, computer-controlled flight handling system goes into

Installed at the new London Air Traffic Control Center near Heathrow Airport, the system will replace the present interim equipment and will handle flight plans and control data for all aircraft under en-route air traffic control in the southern half of

Three computers will automatically process the vast quantity of traffic in-formation in a fraction of the time required by present methods. This will simplify the task of the air traffic controller and provide the additional capacity needed to handle the expansion of air traffic into the 1970's, and

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the introduction of supersonic aircraft.

A "touch" display system will be used widely throughout the installation. This consists of an electronic image tube with a grid of very fine wires embedded in the lower half of the face. The computer writes details of the traffic on the tube in such a way that those items which the controller may wish to modify, or about which he may require more information, fall under the grid of touch-wires. The controller can then request information from the computer, modify flight plans or make decisions, by simply touching the relevant items on the display.

The system will be capable of being linked in the future with similar control centers throughout Europe and the

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