

Rather than leave in the minds of the pupils the very dubious proposition that the methods of science are applicable to all manner of practical human affairs, we should show how legal methods of inquiry have been used in Anglo-Saxon countries. Likewise, we must study the rational methods of merchants, manufacturers, soldiers and statesmen which were employed with considerable success for generations,

long before any idolatry of the word 'science' came over the academic horizon."

Despite difficulties and criticism of the method, Mr. Conant believes that "for young pupils the presentation of general science in terms of understanding the earth, the atmosphere, the process of life, and to some degree modern technology, is the most likely way to arouse their interest."

Science News Letter, October 23, 1948

## ASTRONOMY

## Meteor from Outer Space

➤ A METEORITE weighing 1,164 pounds, the eighth largest rock known to have crashed through our atmosphere and landed in the United States, has been found to have some unusual features.

Deep depressions on the surface of this piece of iron from the heavens probably existed before the meteor became trapped in our atmosphere, E. P. Henderson and S. H. Perry of the Smithsonian Institution state.

The so-called Drum Mountains meteorite from Utah was discovered by chance four years ago by two Japanese from a neighboring relocation center set up for enemy nationals during the war.

These two, Yoshio Nishimoto and Akio Ujihara, were conducting classes in gem cutting for the internees. Exploring the countryside for materials suitable for classroom demonstration, they came upon a large rock protruding two feet above the ground. Thinking the rock unusual, Mr. Nishimoto chipped off a piece and sent it

to the Smithsonian. The complete rock has since been brought to Washington and examined.

The surface of iron meteorites frequently show broad, shallow depressions, popularly known as "thumb marks." This iron has deeper depressions, unrelated to the so-called thumb marks, also observed on some other iron meteorites.

These depressions in the past have been explained by some as due to weathering or rusting out of some constituent after the meteorite landed. Others reported them due to the burning out of troilite, a sulfide of iron, during its flight through the earth's atmosphere. Mr. Henderson and Mr. Perry interpret these markings as ones created in cosmic space, before the meteorites entered our atmosphere.

The meteorite was found resting almost entirely on the surface of the ground. L. B. Aldrich, director of the Smithsonian Astrophysical Observatory, estimates that this 1,164-pound meteorite must have struck the

earth with a force of at least 20,000,000 foot-pounds. Yet no crater was found in the formations in which the iron was discovered, and the surface of the meteorite is surprisingly free from any evidence of an impact as great as this. The meteorite possibly fell some distance from the point where it was found, and either bounced or rolled to the place where it finally came to rest. Or its impact with the earth may have been cushioned by deep snow or loose sand.

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## VETERINARY MEDICINE

## Dogs May Be Poisoned By Chewing on Paint

➤ DON'T LET the pup chew on anything painted, warns the American Veterinary Medical Association. Ordinary paints often contain lead, and there are cases on record of dogs developing lead poisoning after chewing wooden objects covered with such paint. In one case, the animal was poisoned by paint that had been used on his own house.

Science News Letter, October 23, 1948

## AERONAUTICS

## Five-Engined Plane Used For Flying Laboratory

➤ THE MYSTERY of the five-engined airplane observed during the past year in flights over the eastern coastal region of the United States is at last explained. It is a converted B-17 Flying Fortress to which has been added a new engine for testing, mounted in an extended nose.

The new engine is a Wright T-35 Typhoon. To test this new American-designed turbine under actual flight conditions and thereby speed up its development and early use by the U. S. Air Force, Wright engineers conceived the idea of a real flying laboratory.

For the purpose, one of the B-17 Flying Fortresses, that played such an important part during the war, was secured and modified. The changes were made by the Boeing Aircraft Company. The cockpit was moved back four feet, the nose extended, the fuselage reinforced and heavier frames and outer skin installed.

Then the new power plant, equipped with a four-bladed electric propeller, was mounted in the nose section. With this flying laboratory, Wright engineers have tested the new Typhoon engine-nacelle-propeller combination at high altitudes at actual service conditions at a fraction of the cost and time formerly required to test a new power plant. On these flights the Typhoon was operated or not at will, while the power of the four Wright Cyclone engines of the conventional piston type, with which the B-17 is equipped, were adjusted as desired.

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**FLYING LABORATORY**—This B-17 bomber has been converted into a five-engined flying laboratory to test the new high-powered turbine engine, the Wright T-35 "Typhoon."