HYGIENE

New Hygienic Butcher's Shop Dispenses Meat and Ideas

A BUTCHER'S shop, clean and germ-free like a hospital operating room, has just been opened in Paris with the public blessings of several professors of the Faculty of Medicine and of representatives of the local authorities.

Dr. Kaplan, the author of this new venture in practical hygiene, has installed his salesmen in a huge glass chamber, the air of which is constantly being renewed and filtered, and kept at a temperature of 7 degrees Centigrade (45 degrees Fahrenheit). The salesmen wear rubber gloves and are dressed in white from top to toe. They cut up, weigh and pack the meat under the eyes of their customers with whom they communicate by means of microphones and loud speakers.

In the basement the meat is kept in refrigerators or in cold storage during the 48 hours which intervene between the arrival of the meat and its sale. Many other eatables besides meat are sold, and Dr. Kaplan has developed remarkable ingenuity in shepherding food from its source to the customers' hands with the minimum of contamination and exposure.

Not only are Parisians being served with much cleaner food than heretofore, but they are absorbing practical lessons in hygiene which it is to be hoped they will apply on returning to their homes.

On the whole, the reaction of the Parisians has been favorable. But one captious critic has protested against the white raiment and rubber gloves of the salesmen. They reminded him painfully of a surgeon in an operating theater. Butchers' shops, he felt, existed to provide palatable meat, not visions of appendicitis or peritonitis. This squeamishness does not, however, seem to have overtaken many of the shop's customers, for it is thronged by housewives willing, not only to pick up bargains in meat, but also tips in hygiene.

The shop bristles with such tips. The housewife who for years has been accustomed to finger and smell meat before she buys it must feel baulked of those exercises of her tactics and olfactory faculties, but she will doubtless console herself with the reflection that smells in such a Pasteur-inspired atmosphere as that of this modern butcher's shop are an anachronism.

Science News Letter, December 31, 1932

AVIATION

New Auxiliary Wing Increases Airplane Safety

DETAILS of experiments in which a small auxiliary wing was fastened above and in front of the main wing of an airplane to make the craft safer by decreasing its landing speed, have been revealed by the National Advisory Committee for Aeronautics. The device, which was developed and tested at the Committee's Langley Memorial Aeronautical Laboratory at Langley Field, Va., reduced the landing speed of the test airplane by nine miles per hour. (*SNL., Dec.* 24, '32, p. 399.) Additional research is being carried on to determine how auxiliary airfoils of this kind may be applied to other types of airplanes to make them safer by lowering landing speed without sacrificing cruising speed.

On the airplane tested, resistance to air, or drag, was increased only slightly while the speed range of the craft in level flight was augmented ten per cent. With the auxiliary wing the airplane cannot fly as fast as it could without it by 1.7 miles per hour but it can reach a new low speed in level flight five miles per hour less than was possible without the airfoil. Additional advantages are a larger range of gliding angles, a higher maximum lift coefficient and improved pitching moments.

The greater range of gliding angles means ease in landing. The National Advisory Committee points out that from an altitude of 100 feet the airplane with the auxiliary airfoil could be landed without stalling anywhere from 326 feet to 860 feet from the starting point, whereas without the airfoil the landing range would be from 660 feet to 860 feet.

Though no attempt was made to achieve light weight in constructing this first experimental airfoil, only 130 pounds were added to the weight of the craft. For this test airplane, a small parasol monoplane, the airfoil is 30 feet long and 10 inches wide. It is located so that its trailing edge is 10 inches in front of the nose of the main wing and nine inches above it.

Science News Letter, December 31, 1932

ASTRONOMY

Moon's Shadow at Eclipse Nearly Four Seconds Late

THE MOON'S shadow at the total solar eclipse of Aug. 31 was three and eight-tenths seconds late and its southern edge was about four-tenths of a mile off from its predicted location, William M. Browne of the U. S. Naval Observatory told the American Astronomical Society.

A naval airplane expedition obtained what are believed to be the first aerial eclipse photographs that allowed the accurate location of the moon's shadow on the earth. The check upon the eclipse that was thus afforded is considered by astronomers to show that the prediction was as accurate as could be expected.

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