

Conferences on World Science Problems Urged

Los Angeles—(Science Service)—Before the United States embarks upon any new large-scale aid programs, it should sponsor a world-wide conference to explore the scientific and educational needs of under-developed countries.

This was proposed here by Dr. Joseph Kaplan, professor of physics at the University of California at Los Angeles and chairman of the United States Committee for the International Geophysical Year.

He said that such a conference, at which African, Asian and Latin American scientists and engineers could present their special problems, would make American aid more effective and eliminate wasted effort.

Russia May Call Parley
Dr. Kaplan recently returned from the first international conference of this type, held at the Weizmann Institute of Science in Israel.

Russia will probably call a similar conference in the near future, he predicted.

On the basis of discussions at the Weizmann Institute conference, which brought together representatives from 40 countries, Dr. Kaplan urges that American efforts be guided along the following lines.

1. Instead of sending high-powered experts to solve particular scientific or technological problems, the United States should let new countries develop their own experts by encouraging a sound educational system, from elementary school on up.

2. If technical experts are needed, they should come preferably from small advanced countries like Israel or Denmark, whose problems are similar to those of the newer nations, and whose motives are less likely to be suspected than those of Russia or the United States. However, in some areas, such as the use of visual teaching aids, only the larger countries will be able to supply the necessary know-how.

3. The type of conference proposed by Dr. Kaplan should be held regularly in different countries, sponsored by universities or scientific associations, rather than government agencies.

Colored Light System Guides Landing Pilots

Atlantic City, N.J.—(Science Service)—Pilots landing here for the Federal Aviation Agency's Second Annual Fly-In are testing a new system for helping pilots glide their planes down at the correct angle for a safe, smooth touchdown.

Called the British RAE Calvert path system, it is simple but effective. Red and white lights are angled along either side of the runway. If a pilot is coming in correctly, he is at an angle where he can see both color lights.

If he is too high, he will see only the white lights. If too low, he will see only the red ones.

The private pilots attending the Fly-In can also see a variety of new devices designed to make their flying easier.

Can Learn Distance
One is a new, lightweight distance-measuring equipment (DME) for light aircraft. With a lightweight DME instrument in a plane, a pilot can learn his distance from unmanned stations spaced about the U.S.

These data, when combined with directional information also broadcast from units, pinpoint a plane's location.

The private pilots also are attending lectures on a new "custom" service they can get beginning Oct. 15. From then on they will be able to receive the latest information on air navigation aids, weather conditions and airport conditions by radio from ground stations.

If the pilot has given these stations his route in advance, they will tailor this information to that route.

Radar To Reveal Aircraft Height

Atlantic City, N.J.—(Science Service)—An experimental radar has been set up at the Federal Aviation Agency's National Aviation Facilities Experimental Center here to show how high planes are flying near the Center's landing field.

Conventional radar equipment at airports tells traffic controllers the direction and distance of aircraft, but not the height. FAA officials believe the height surveying radar may help eliminate crashes in the heavy air traffic near airports.

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