NEWS IN BRIEF

• **CLARK NAMED APA PRESIDENT**: Kenneth B. Clark, a noted Negro social psychologist and author of books on minority status and desegregation problems, has been chosen president-elect of the American Psychological Association (APA). Clark, who teaches at the City College of the City University of New York, will assume his post in the fall; he will become president in October 1970. Clark is a trustee of Howard University and recently resigned as a trustee of Antioch College in Ohio, after the college implemented a black-studies program he believed to be separatist in nature. The APA has about 28,500 members.

• **MARS SPACE MISSIONS**: The National Aeronautics and Space Administration is seeking scientists interested in conducting scientific investigations for future orbital missions and unmanned lander flights to Mars, scheduled for 1973. The investigations involve both direct measurements of the atmosphere and on the surface of the planet, and remote orbital measurements; the project includes the design and fabrication of scientific instruments, the observations, and the analysis of the results. Scientists interested in submitting proposals are invited to attend a preproposal briefing on 11 and 12 September in Washington. Further information may be obtained from Milton Mitz, Code SL, OSSA; NASA, Washington, D.C. 20546.

• **JOINT MIT-HARVARD HEALTH SCIENCES PROGRAM**: Harvard Medical School and MIT are designing projects for an extensive joint health sciences program, which will coordinate basic medical and biological research at Harvard with development in the physical, engineering, and management sciences at MIT. An 18-month design project, funded in part by a $650,000 grant from the Commonwealth Fund, is expected to involve more than 100 Harvard and MIT faculty members; it has been set up to fashion the new, joint institutional arrangement between the two universities and to plan programs and financing. Study groups will develop new courses in biomedical education at the M.D., Ph.D., and postdoctoral levels. They will design physical and engineering approaches to biomedical research, and will also study the application of modern management techniques and social sciences research to health care. Irving M. London, chairman of the Department of Medicine at Albert Einstein College of Medicine, will direct the design project. Design project results are expected to be implemented over a period of years, but one phase, collaboration in medical education, is expected to be implemented as early as the 1970-71 academic year.

• **LARSON NAMED AEC COMMISSIONER**: President Nixon has named nuclear industry executive Clarence E. Larson to a 5-year term as a member of the Atomic Energy Commission. Larson has been president and manager of the nuclear division of Union Carbide Corporation at the Oak Ridge National Laboratory in Oak Ridge, Tennessee, since 1961 and a member of its research division since 1955. Larson will receive $40,000 a year during his term, which will expire on 30 June 1974. He replaces Francesco Costagliola on the commission.

• **GOVERNMENT RESEARCH ON CONTRACEPTIVES**: A large number of contract programs for biological research in reproduction for the development of safer and more effective contraceptives has been approved by the National Institutes of Health after a long period of planning (see *Science*, 1 November 1968). Administered by the National Institute of Child Health and Human Development, 66 contracts totaling $3.3 million have been awarded to universities, nonprofit organizations, and pharmaceutical companies. Twenty-eight of these contracts are being financed by the Agency for International Development. The contracts will be used, specifically, to study processes of reproduction, possible methods of controlling fertility, the medical effects of existing contraceptives, and the development of new birth control methods. In addition, the NIH Center for Population Research, a government population research arm established in 1968, has let nine new contracts totaling $350,000 in the behavioral sciences to study family planning, population trends, and sociological factors influencing contraceptive development.

long climb above the original estimates. The new government was trying to negotiate a huge international loan to shore up Britain's economy, and the international bankers were demanding assurance that Britain would reduce expenditures as a step toward achieving solvency. Cancelling Concorde looked like a good way of both saving money and persuading the bankers that Britain was so serious about repairing its economy that it was willing to sacrifice this important venture. The British Attorney General was instructed to look after the legal details involved in getting out of the partnership. He reported back that the previous government—which had been worried that the French might drop out—had been so skillful in writing a binding contract that, if Britain dropped out without French acquiescence, the French stood a good chance of collecting about $250 million in penalties through the International Court. The French made it clear that they were determined to go on with Concorde. And so the project proceeded.

As it did, the government came upon a number of interesting discoveries. First it found that it was locked into paying for this expensive partnership without the Treasury ever having authorized any expenditures. And then it found that the contract with BAC and Rolls-Royce was on a "cost-plus and cost-to-be-agreed basis." But there was no way out. In 1966 the government acknowledged that the original cost estimates had been unrealistic; it was now expected that, rather than costing the two nations something under $500 million, the project would cost approximately $1.4 billion. The following year, the British pound was devalued, and this added another $60 million to Britain's share of the costs.

Meanwhile, there were a number of technical crises. The weight of the plane was so far in excess of expectations that, while it clearly could make it across the Atlantic, there were reports that it might have to do so without any passengers. The manufacturers denied this, pointing out that the history of aircraft innovation showed that planes always turned out to be heavier than had been anticipated, but that engines always turned out to be more powerful. Their credibility, however, was not especially high, and it went even lower when the costs continued to increase, the maiden flight—scheduled for February of this year—