

Tech Flying Club Plans Smoker; Information Service Two Airplanes Available for Use And Travel Service Announced by APO



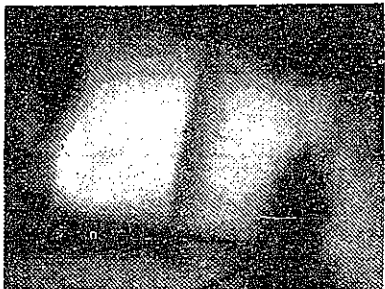
The Tech Flying Club's Cessna 140

After a very successful first year, The Tech Flying Club is expanding very rapidly. About this time last year a number of MIT students were discussing and forming plans on obtaining an airplane which they could operate as a club in order to make flying inexpensive enough to be feasible. In the early spring, the Tech Flying Club formed with the quota of twenty-five people and put up enough money to finance a Cessna 140. Most of these people had never flown until the plane became operational at Revere Airport; this fall there are a number of licensed pilots in the club. The 140 is an attractive two-place airplane, much better than what an airport would train you in. It is equipped with radio and primary instrument panel. The plane is beautifully taken care of due to the interest the club has in it.

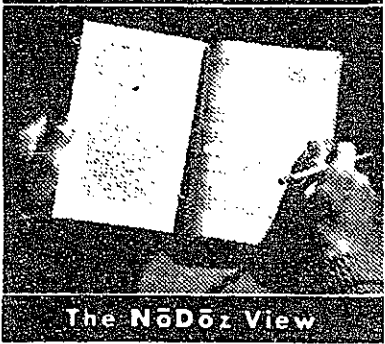
Two Airplanes Now

The success of the club is evident in that there are now over forty members, as well as another plane, a fast, all metal Cessna 172 which is ideal for cross-country trips, having the best navigational equipment in it. This year the Tech Flying Club is flying out of Bedford, a larger airport than Revere. To supplement the flying activity, every other week movies are shown or lectures given pertaining to flying. These are always educational even to the licensed pilot.

For further information call University 8-7006 or come to the next meeting on Tuesday, October 20, in the Baker House Master Suite Lounge where refreshments will be served.



The Sleepy View



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Alpha Phi Omega has announced two services for the MIT Community. So far, it has put into effect its information service and its ride service.

The information service provides details about social events, musical performances, athletic contests, and other events taking place on the MIT campus or in the Cambridge-Boston area. It can be contacted by dialing Institute extension 2783.

Ride Service

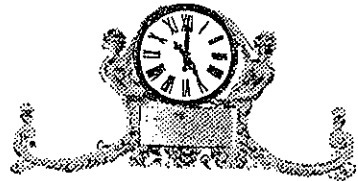
The ride service is mounted in Dean Fasset's Office, Room 7-104. It consists of a large map with pegs, upon which students needing a ride or who can furnish transportation hang notices. Those needing either rides or riders place a card on the appropriate part of the map with the name, date, phone number, etc., and students who can fulfill their requests contact them.

It is reported that cards for the Thanksgiving vacation have already appeared on the ride service map.

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engineers

and what they do at Pratt & Whitney Aircraft...

The field has never been broader
The challenge has never been greater

Engineers at Pratt & Whitney Aircraft today are concerned with the development of all forms of flight propulsion systems—air breathing, rocket, nuclear and other advanced types for propulsion in space. Many of these systems are so entirely new in concept that their design and development, and allied research programs, require technical personnel not previously associated with the development of aircraft engines. Where the company was once primarily interested in graduates with degrees in mechanical and aeronautical engineering, it now also requires men with degrees in electrical, chemical, and nuclear engineering, and in physics, chemistry, and metallurgy.

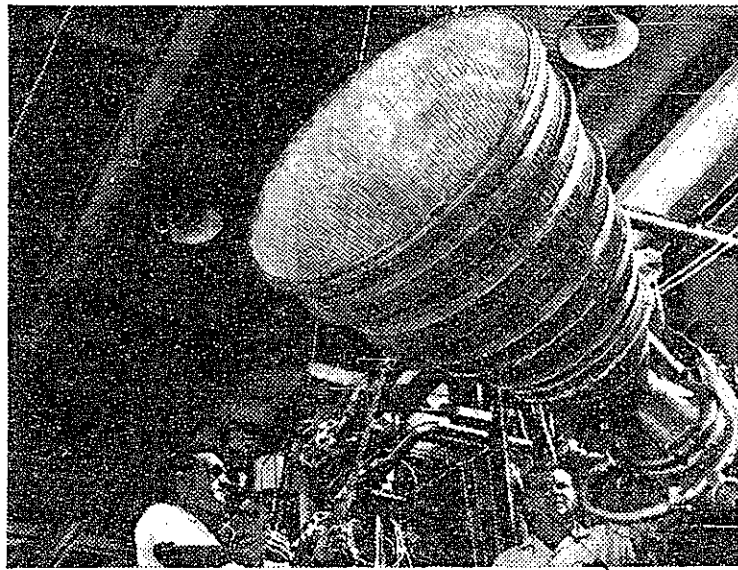
Included in a wide range of engineering activities open to technically trained graduates at all levels are these four basic fields:

ANALYTICAL ENGINEERING Men engaged in this activity are concerned with fundamental investigations in the fields of science or engineering related to the conception of new products. They carry out detailed analyses of advanced flight and space systems and interpret results in terms of practical design applications. They provide basic information which is essential in determining the types of systems that have development potential.

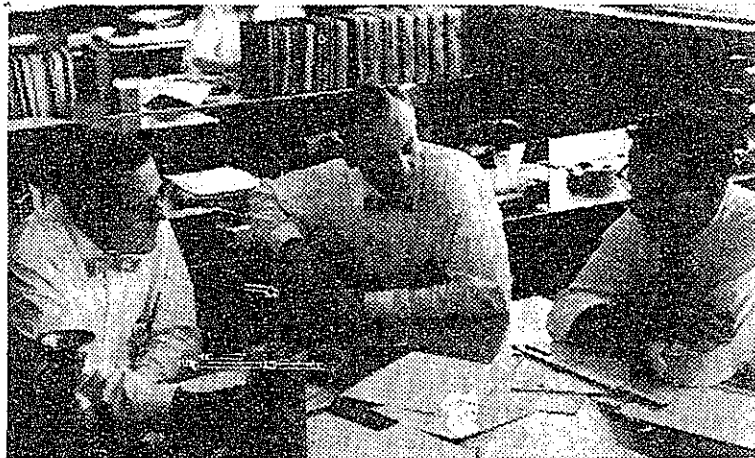
DESIGN ENGINEERING The prime requisite here is an active interest in the application of aerodynamics, thermodynamics, stress analysis, and principles of machine design to the creation of new flight propulsion systems. Men engaged in this activity at P&WA establish the specific performance and structural requirements of the new product and design it as a complete working mechanism.

EXPERIMENTAL ENGINEERING Here men supervise and coordinate fabrication, assembly and laboratory testing of experimental apparatus, system components, and development engines. They devise test rigs and laboratory setups, specify instrumentation and direct execution of the actual test programs. Responsibility in this phase of the development program also includes analysis of test data, reporting of results and recommendations for future effort.

MATERIALS ENGINEERING Men active in this field at P&WA investigate metals, alloys and other materials under various environmental conditions to determine their usefulness as applied to advanced flight propulsion systems. They devise material testing methods and design special test equipment. They are also responsible for the determination of new fabrication techniques and causes of failures or manufacturing difficulties.



Exhaustive testing of full-scale rocket engine thrust chambers is carried on at the Florida Research and Development Center.



Frequent informal discussions among analytical engineers assure continuous exchange of ideas on related research projects.



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