THE TECH.

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BOSTON, MASS., OCTOBER 5, 1909.

CALENDAR.

Tuesday, October 5.

1:10 P. M.—Tennis meeting in 21 Rogers.

4:15 P. M.—Field Day practice.

Wednesday, October 6.

1:00 P. M.—1912 class meeting in Huntington Hall.

2:00 P. M.—1913 first drill at Armory.

4:15 P. M.—Trials for position of reader with Musical Clubs at Union.

4:30 P. M.—Meeting Technique Board, in room C, Union.

5:15 P. M.—Field Day practice.

Thursday, October 7.

1:00 P. M.—1913 class meeting in Huntington Hall.

4:15 P. M.—1913 candidates for tug-of-war team report at Gym.

Saturday, October 9.

2:00 P. M.—1912 football practice at Field.

2:15 P. M.—Meeting of orchestra in Union.

MEETING OF WIRELESS SOCIETY

At a meting of the officers and Board of Directors of the Wireless Society, it was decided to call a members' meeting on Friday, at 4 P. M. At this meeting the question of erecting a receiving station at the Institute, and of asking the authorities for a room in which to establish instruments, will be discussed.

This station is to serve for experimental work, and will also be used to supply "The Tech" with news and wireless reports of athletic contests.

A lecture on wireless telephony by one of the best known authorities in the country will soon be given, under the auspices of the Wireless Society.

It was reported at the directors' meeting, that interference among amateurs has materially decreased, due to the activity of the members of the Society.

PLANS FOR TECH AERODROME

The Architectural Department has assigned the plan of a grand stand for an aerodrome, as the fifth year problem in design.

The stand is to be 600 feet in length and between 130 and 160 feet in width, capable of accomodating several thousand persons.

The fourth year men will work on a design of a museum for the exhibition of the most recent models of aeroplanes and dirigible balloons. It is supposed that this museum is in the neighborhood of a vast experimental field, and will be connected with the Tribune of Honor of the grandstand.

The assignment of such problems may be the first step towards establishing a course in aeronautics at the Institute.

1913 CLASS MEETING

Committee on Constitution Appointed.

There was a short meting of the class of 1913 held in Huntington Hall, on Monday.

Dean Burton spoke upon the necessity of keeping order and upon the general good conduct which would be expected.

The meeting was called to order, the minutes read and approved.

The object was to organize the class and appoint a committee to look into and draw up a constitution. A committee of the following was appointed by the chair: H. M. Rand, George Wallace, H. E. Prentice, Conlin and Guild.

There will be a meeting Thursday at one o'clock, to read and adopt this constitution. After a short talk by Wall, Homer and Elwell on football, track and tug-of-war respectively, the meeting was adjourned.

WRIGHT'S AEROPLANE FLIGHT

An aeroplane flashed past the white dome of Grant's Tomb yesterday, then turning gracefully in mid-air over the Hudson, shot like a falcon back to Governor's Island, ten miles away.

Wilbur Wright of Dayton, O., thus placed his name in the rank of Hudson and Fulton in one of the most spectacular feats in the history of aeronautics.

Over the masts of warships, from whose decks the hoarse cheers of the sailors were borne up to him in his elevated seat, he flew for 20 miles—10 miles up and 10 miles back—remaining in the air for 33 minutes and 33 seconds and alighting at the aerodrome without mishap.

During the flight business was practically at a standstill in all that part of Mnhattan from which a view of his remarkable performance was available. Harbor craft shrieked their applause, cheer after cheer swept up rom the banks of the Hudson and the lower bay, for the Dayton aviator had "made good," crowning the aviation programme of the Hudson-Fulton celebration with a record.

Wright started on his flight up the Hudson at 9:56 a. m. and finished exactly at 10:29:33. He had intended to improve upon his achievement of the morning by making a longer and more hazardous flight at sunset, but the cbrippling of his motor just as he was about to start on the evening attempt dashed his hopes as well as those of the thousands who had assembled on Governor's Island and along the water front to cheer him on.

The morning flight was made under conditions only moderately favorable. When Wright reached Governor's Island, shortly after 8 o'clock, the wind was blowing about 10 miles an hour, while an overcast sky added to the uncertainty of the weather. In the face of these conditions Wright called for volunteers among the newspaper men assembled to tow his machine to the starting rail, while he superintended laying the starting way in the direction of the wind. Everything being ready, his mechanician gave the propeller a twist which started the motor, and amid the clatter of the machine's exhaust, which sounded like musketry fire, Whight climbed to his seat in his aeroplane.

With the same imperturbable demeanor which has characterized all of his flights the aviator pulled his cap over his eyes and reached for the starting lever. In a moment the machine was off.

With the planes tilted slightly to one side the machine slowly ascended into the air rising to a height of barely 20 feet as it swooped in a semicircle [illegible] the water's edge. Here the [illegible] craft all hysterically tooting their whistles, caused him to ascend higher before making for the mouth of the river.

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