

## FLYING COURSE IS OFFERED STUDENTS

**Professor Warner Cites Recent Strides in American Aviation**

### SCHOOL USES SEAPLANES

During the past year Technology has done its share in the advancement of aviation. The opportunities that are afforded right here in theory of aircraft design are the best that can be obtained anywhere in this country, for in addition to the expert staff in the department, unique opportunities for testing new models are afforded by the wind tunnels and other equipment that is at the disposal of the students.

In spite of the fact Technology is the leader in airplane design in this country, no opportunity has been given students to learn the practical side of flying. It is now possible to obtain this training, at the same time continuing the regular Institute work, for it is necessary to devote only about four hours a week to the course that is being offered at the seaplane school, which has its operation bases at Boston and Hingham.

#### Course Open to Technology Men

Students at the Institute are eligible to enter the new flying school provided they pass the moderate physical and mental tests given to prospective pupils.

Eight flying boats of the HS2L type comprise the fleet that is to be used in training and passenger service. Each machine is equipped with a Liberty motor, and accommodates six passengers besides pilot and mechanic. With this arrangement each student will be given about 25 minutes' personal instruction using the dual control system, then another student will take his place, thereby affording six times as much air flying as is customarily given in training a pilot.

#### Planes May Call for Students

Eight pilots, holding expert aviators certificates including those issued by the Federation Aeronautique Internationale, are the instructors at the new school. The course consists of short lectures and long flights, beginning with actual flying instruction and ending when the student is thoroughly satisfied that he is a qualified aviator. He can then qualify for Federation Aeronautique Internationale pilots license.

On the training flights, trips will be taken both up and down the coast as far as Maine and New York. Those so desiring will probably be called for by one of the machines which will alight on the water in front of the Institute dormitories. In this way considerable time will be saved at each flying lesson.

#### Professor Warner Optimistic

The reliability of the airplane as a factor in transportation has been thoroughly demonstrated in this country by the U. S. Air Mail Service, which completed all scheduled flights on time during the ten weeks ending September 16, 1922. The safety, when proper supervision is given the work, is shown by the fact that during the past 17 months of U. S. Mail-plane flights, there has not been a single fatal accident.

When asked what he thought of the nature of commercial aviation in this country, Professor E. P. Warner, head of the Aeronautical Department here, said, "I believe there will be a steady advance in the adoption of aircraft to transportation, and then a sudden realization of the value of the airplane in transport work." This will take the country by storm very much as the radio craze has recently done.

#### Life of Airplane Extremely Long

The average training plane that is being used universally consumes no more gasoline than an automobile of moderate horsepower does. At full speed, nine miles per gallon is normal air mileage, while 12 can be obtained at a speed of about 55 miles per hour.

As much as 350,000 miles can be obtained in the life of an airplane if this distance is covered within a period of two years. If the length of time is extended, the mileage is proportionally less, for depreciation is bound to occur, especially when the machine is exposed to the elements. Nine-tenths of American airplanes are kept in the open without shelter. One large commercial concern has demonstrated the feasibility of this plan by keeping all its "ships" well varnished, and by covering the engines only.

#### United States Holds Records

Two successful helicopters have recently been flown in this country, one of which was designed by a graduate of Technology, H. A. Berliner '18. The other, the De Bothezat machine, is being developed by the Army Air Service. Both promise the advancement of a new phase in aviation—that involving a machine that can rise vertically without need of a large flying field.

At the present time the United States holds all the important records in aviation, namely those of speed, altitude, and endurance.

## BASKETBALL TEAM RUNS AWAY FROM HOLY CROSS

(Continued from Page 1.)

ogy in the lead at the end of the first period.

Holy Cross drew the first blood on a foul goal, but Mike Miller soon caged a goal from the floor on a fine pass from Stan Cook. The Technology captain started right in on his scoring career and shot a perfect one from some distance up the floor, making the count 4-1. The next points were made on foul shots neither team playing very fast basketball. Both fives then started their offensive going and Holy Cross scored two goals, closely followed by goals by Cook. With the score at 9-7, Vorhees dropped in two fouls, knotting the count.

A foul shooting contest between Miller and Vorhees brought the score to 11-10 in the Engineer's favor, while goals in quick succession by Cub Hub-

bard for Technology and Vorhees for Holy Cross made the points stand at 13-12 for Coach West's men as the whistle ending the first half blew.

### Second Period Rally

Both team shows immediate signs of staging a rally at the start of the second period, and they got off the plays in quick order. Capt. Cook caged another neat goal from the side and Miller dropped two fouls in succession. A foul and a goal by Holy Cross brought the score to 17-16 Technology.

With Miller steadily shooting fouls and each one of the Engineers coming through with at least one goal, Technology was soon piling up a substantial lead. Davidson was the first substitute who entered the game in the second half and he put one through the net closely followed by one from Bernie Coleman. Three fouls by Mike Miller sent the team well into the lead, 26-19. Stan Cook seemed to have gotten his shooting eye, and caged four more points for the Engineers, which, with two fouls by

Miller brought the count to 32-23.

Both team were going at top speed at this period of the second half, when Storb and Skinner went into the contest for Technology. No sooner were they in the game than each one caged a goal which with the last foul by Miller left the final count at 37-23 when the whistle blew.

### TECHNOLOGY

|                  | goals | fouls | points |
|------------------|-------|-------|--------|
| Miller, rf       | 2     | 13    | 17     |
| Cook (Capt.), lf | 5     | 0     | 10     |
| Coleman, c       | 1     | 0     | 2      |
| Hubbard, rg      | 1     | 0     | 2      |
| Johnston, lg     | 0     | 0     | 0      |
| Storb, rf        | 1     | 0     | 2      |
| Skinner, c       | 1     | 0     | 2      |
| Davidson, lf     | 1     | 0     | 2      |
|                  | 12    | 13    | 37     |

### HOLY CROSS

|             | goals | fouls | points |
|-------------|-------|-------|--------|
| Vorhees, rf | 3     | 13    | 19     |
| Dunn, lf    | 0     | 0     | 0      |
| Shannon, c  | 0     | 0     | 0      |
| Horan, lg   | 1     | 0     | 2      |
| Riopel, rg  | 0     | 0     | 0      |
| Steffen, rg | 1     | 0     | 2      |
|             | 5     | 13    | 23     |

## Frosh Five Defeated

The Technology freshman basketball five was spilled by the St. John's Prep team on Saturday by a 23 to 11 score. The summary:  
 TECHNOLOGY ST. JOHN'S PREP  
 Timmerman, lf ..... rg, Dorsey, McCabe  
 Bianchi, rf ..... lg, Sears  
 DuPont, Remington, c ..... c, Walsh  
 Wilmot, lg ..... rf, Lenane, Feeney  
 Waich, rg ..... lf, Sullivan  
 Score—St. John's Prep, 23; Technology, 11. Goals from floor—Sullivan 3, Lenane 3, Walsh, Feeney, Bianchi, Timmerman 2. Goals from fouls—Sullivan 7, Walsh 3, Bianchi 2. Referee—Stanley. Time—Four ten minute periods.

## Chittick Wins N. Y. 300

Yard Chittick, captain of the Technology track team last spring won the 300 yard race in the Metropolitan A. C. games in the Madison Square Garden, on Tuesday night. On Wednesday night, running as anchor man on the Newark A. C. relay he opened the lead his team had piled up over the B. A. A. mile outfit in the big Newark meet.



## THE ATLANTIC AIRWAYS

We will accept a limited number of physically qualified Technology men for a thoroughly practical course in flying. The course consists of SHORT lectures and LONG flights—beginning with actual flying instruction and ending when the student is thoroughly satisfied that he is a qualified aviator. There is no time limit—and the ATLANTIC AIRWAYS GUARANTEES to graduate accepted students as aviators or refund their tuition fee.

The instructors are men of age and experience who have been flying before—during and since the war. They are licensed by every known authority, including—the United States Government—Federation Aeronautique Internationale—Aero Club of America—State of Massachusetts—hold expert aviator's certificates—were officers as flying instructors during the war—and number among them the first commercial aviators in the United States of America.

THE EQUIPMENT used has been highly endorsed by the United States Government—the British Admiralty—and the largest commercial aircraft companies in the U. S. The ATLANTIC AIRWAYS fleet consists solely of these ships known as the HS2L FLYING BOATS equipped with the famous LIBERTY MOTORS and converted to accommodate six students. The ships and motors are all new material. A ship will be on exhibition in Harvard Square.

# Atlantic Airways

B o s t o n

The course starts immediately—(weather permitting). All students enrolling before March 1st guaranteed degree of aviator prior to June 1st. The price of the course is very low—and includes a deferred payment plan. For further information call, write or telephone

## ATLANTIC AIRWAYS

Congress 1605

174 WASHINGTON STREET

BOSTON