FRIDAY, DECEMBER 11, 1936

THE TECH

DEAD ENDT ACTORS VISIT TECHNOLOGY, REACT UNEXPECTEDLY TO SOME SIGNS

The Dead End actors who visited the Institute yesterday are, standing, left to right, George Levinson, Morton Tuller, Bel Geddes, Jerome Walters. The boys produced the play and are noted industrial designers, but not in animation. "This fact didn't bother the boy, however, "All for art," he said, "Norman Bel Geddes designed the Graham automobile." After visiting the Naval Architect Bureau museum, the group visited the hydraulics laboratory, where the size of the experimental Masonic the boys very much. The boys, ranging in age from about twelve to eighteen, who visited here accompanied by an older member of the cast, are acting in Norman Bel Geddes projection of Slevin King's "Dead End." The boys are acting in an outstanding feature of art mix, and has been praised by critics as being unusually realistic. None of the boys had ever been in a professional production before.

That the freshman tie was a mark of distinction and served to readily identify other members of the class was true of Boston's favorites. And the spot is well worth a write home about. The spot is a little remodeled by reason of the excellent the boys were impressed by the building to the point, however. The boys had little impressed by the length of the corridors. The group visited the Tantalus laboratory first. The members of the Dramashop are accompanying by other members of Dramashop.

A more harmonious development of the airplane must be made," he declared. Stratosphere flying is another phase of development Mr. Sikorsky viewed with caution. Flying at altitudes of about 50,000 feet, he pointed out, calls for difficult combinations of climb and speed, as well as vital but complicated air-regenerating apparatus. In the place of the propeller, Sikorsky predicted, a jet engine would probably be used, and more powerful engines would be required. The flight of the plane will be dependent upon the altitude, which is over 25,000 feet. "I believe that the atmosphere will be investigated within the next five years," he said. Present-day engineering knowledge is not delaying the giant plane, Sikorsky declared. With the present knowledge of aerodynamics, he said, "a plane of approximately 100,000 passengers can now be built;" however, there was no use to which such a plane could be put at present. However, the flight of the new machine is said to be planned, plans of 200,000 to 300,000 passengers weight, which will "form the backbone of commercial service for many years." Cruising range of the planes to be developed vary with the Factor upon which Sikorsky had given himself. A plane can be used for as long as 10,000 miles, he stated, and the fact that such long ranges would be useless for flying so many miles. The greatest development of the airplane, Mr. Sikorsky stated, is in the rotor. The flying-boat is to be considered a more advanced in its present conditions by reason of the rougher large landing areas available. In the near vicinity of the Boston airport, he pointed out, there are about 30 square miles of average suitable for landing large aircraft, while there are 500 square miles of water.

At the end of his talk, Mr. Sikorsky showed a series of pictures taken while flying from South America in the Clipper ships.

Snow Train (Continued from Page 2)

Further details can be obtained at the box office where the options will be sold next week.

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