Tech Sailors Capture Seconds In Coast Guard, Jack Wood Races

Displaying their usual enthusiasm for outwitting both nature and man, MIT sailors competed three sailing events over the week-end. Competing in the Coast Guard Quad at New London they tied in points for first place with the Coast Guards, but the meet was awarded to the Guards as they had won two events.

November 25 Marks WTBS Tenth Year

It was at 9:45 p.m. November 25, 1946 that Fredione, Karl T. Comp- open the broadcasting history of Boston's WTBS, MIT's community radio station. Since its first broadcast in Wiker Memorial, this all-student organization has grown in size, equipment, efficiency and quality of presentation. Within easy reach of the Coast Guards, and the meet with the Coast Guard Quad at New London they tied in points for first place with the Coast Guards, but the meet was awarded to the Guards as they had won two events.

Competing for the Jack Wood Trophy on Sunday, MIT sailors and maneuvers both Harvard and Brown to win a second place berth but the Coast Guard again snatched first place. These two races were skippered by Bill Bills '59, S. Pompetti '75. Dennis Paas '59 and Bill Widimski '59. The crew consisted of Bill Long '59, Bill Blackwood '58, Phi Beach '59, Ralph Alter '59, Jack Northby '59, and Will Johnson '59. Tech also ventured several of its ships in the National Finales Championships at Marblehead. Paul Barber '57, who had never sailed in such a class before, whipped himself into a highly respectable fourth place, disposing of 25 other boats in a fre- man series.

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The problems of observing and recording an engine's performance in the air are legion. Most recently, a Boeing B-50 and a North American B-45 were readied as test beds for Pratt & Whitney Aircraft's J-57 and J-75 turbocjets. The experimental power plant, contained in a retractable pod in the bomb bay, can be flown to locations where atmospheric conditions permit most exact testing. The prototype is then extended into the air stream for actual flight work with the regular engines idled, and the job of observing and recording in-flight performance begins.

From the first shakedown flight to the test engine's eventual acceptance, invaluable information is gathered. Perhaps the most vital contribution made by P & W's flying test-bed program is the great reduction in time between initial development and quantity production of engines. Important, too, is the quality and diversity of engineering skills involved in such a program, for it spells out remarkable opportunity for today's engineering student.

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