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The Technology Store

12-Meter Yachting Is MIT TV Topic

By James Volinte In
On Channel 5's "MIT Science Reporter" last Wednesday, mem-
bers of the Department of Naval Architectures explained the foot-
ing complexity of designing 12 meter yachts for America's Cup race.

Appearing on the program were Prof. Harvey Evan, Executive
Officer of the department, and Prof. Austin Khovan, manager of the
MIT Towing Tank. A third guest, Halley Herrshoff, dis-
cussed the various functions of crew members on a racing yacht.

Prof. Evans emphasized the rig-
ul specifications which must be
met by boat designers in the Cup
competition. All entries are classed as 12 meter yachts. This means that the specifications of the vessel must comply with the following formula, where I cannot exceed 12 meters:

\[ I = L + T - Y \]

E.09

Here, \( L \) represents the length of the hull, measured at a particu-
lar distance above the water
line. \( D \) measures the shape of a cross-section of the hull. \( S \) is the sail area, and \( F \) is the aver-
age distance between the water
line and the top of the hull. Using this formula, the yacht designer
tried to produce the proper com-
promise between speed and sta-

tility by juggling with these
different values.

The Herrshoff, for example, was
planned for greater stability than its competitors by having a more stable hull, and therefore increasing the value of \( D \). Her

designer was forced to reduce sail
area, in order to comply with the
formula.

Thus, a hull shape is de-


enced for a particular mast, which means that, for instance, the use of towing tanks. Doryng the

program, Prof. Herrshoff
showed film segments of this type of testing being conducted at MIT Towing Tank.

Boeing 727 Due Next Year; Has Engines In Tail

The Boeing 727, the first U.S. jet to have its power plant in the

tail, is due for commerci-

al delivery next year, it was

announced Thursday, Oct. 4. John

Stutte "41, chief project engi-

neer for Boeing, gave the de-

tails to a seminar sponsored by

Course X76.

A medium range jetliner with a first class passenger capacity of

seventy, the 727 is to have a larger speed range and shorter landing

approach than the 707. Although basic configuration follows from the 707 and the 22, in operation it is a radically different aircraft.

Mr. Stutte attributed its per-
nance to two major alter-

tions in design. One of these, a

high-lift device called the triple-slotted flap, has given wing

effective coefficients of lift as con-
pared to 1.7 for both the 707 and the 72.

The other, the mounting of three JT3 engines just in

ward of the tail, provides for better weight distribution and bal-

ance. Mr. Stutte stated that the speed and cargo requirements

were best met "by a cluster of

engines aft on the fuselage and the vertical stabilizer rather than

leaving two turboprop engines on forward wing.

Due to the proximity of its engines to a rear door, the 727 will be entered by a vertical stairway. On our test flight, the airliner will accommodate 190 passengers and cargo. At its lower approach speed, the 727 will serve many of the smaller airports with runways as short as 1,000 feet. A few landings will make it suitable for continental service primarily.

Inscomm Seeks Delegates For Conference

Up to four undergraduates will be sent to Montreal to participate in McGill University's conference on the European Common Market October 25-27.

Applications for the delegates of the conference are available in Litchfield Lounge, 50-139, X2096. Delegates will be chosen on Oct. 20. Financial aid will reimburse

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