Indian Students To Give Pageant

Students from India at MIT and other schools throughout Boston area are collaborating on a "Pageant of India," to be presented to the Boston public at Celebrity Auditorium Saturday, March 23.

The pageant program will dramatize cultural aspects of life in India and present a variety of live Indian music. It will include a fashion show of traditional dress from ten different regions of India, enactment of authentic Hindu and Moslem wedding ceremonies, and ballets representing the folk music and national and regional origin.

Proceeds from the pageant will be given to the India Relief Fund, Inc., a non-profit organization which administers aid to India's contributors in the United States.

Tickets are priced at $1.00 and $1.00, and reservations may be made by calling extension 2910.

Lockheed V.P. Speaks

Mach-3.2 Craft Proposed

Clarence L. Johnson, Vice President in charge of Advanced Development Projects of Lockheed Aircraft, spoke Wednesday on the superersonic transport before the Flight Transportation Seminar.

Johnson stated that currently thought is being given to a transport able to travel at Mach 3.2. Pointing to justifications for the jump from current subsonic transpor to the mach-3.2 design, Johnson explained that range considerations make the higher speed better in many ways than the previously proposed Mach 2.5. He also mentioned that both the Soviets and a coalition of France and Britain are currently considering superersonic transports as well as commercial interests dictate American interest in the superersonic transport.

Describing the engineering problems of such an aircraft, Johnson explained that skin materials, engine parts and cooling systems all must be extremely rugged at such speeds. The temperature transition from Mach 0 to Mach 3 is one drawback to the use of the higher speed. At three times the speed of sound, said Johnson, outside temperatures can soar to 650 degrees Fahrenheit, creating new material problems.

Engine efficiency can also be affected by temperature, said Johnson, explaining that a six-degree temperature rise can prevent super sonic flight. Although adequate engines are close to existence today, he said, the supersonic transport will have a flight plan based on temperature at specific altitudes.

A formidable loading system is also necessary, said Johnson, so that large extra fuel reserves for maneuvering will not be necessary.

Speaking of the economics of the super sonic transport, Mr. Johnson explained that a first step was the construction of two prototypes in a period of about 9 years at a cost of $300 million. The prototypes would then be tested and production decisions made. In ten years a fleet of 96 mach-3.2 aircraft could be so satisfied at a cost of $6 billion, about equal to the cost of the present subsonic jet fleet. A government subsidy, said Johnson, would be a necessity.

Consulting, Mr. Johnson said that a supersonic transport fleet was practical, if the cost of $4 billion could be borne. He stated that such a fleet was both desirable and feasible economically with the proper subsidy.

Plumb, British Historian

Will Speak Next Wed.

Dr. J. R. Plumb, of Christ's College, Cambridge University, will present a lecture next Wednesday, at 8:00 p.m., in the Kresge Little Theatre, under the sponsorship of the Humanities Department. There is no admission charge.

Dr. Plumb, who serves as European Advisory Editor to various magazines, will speak on "British Attitudes toward the American Revolution."

Dr. Plumb is in this country to deliver the principal address at the annual meeting of the Mississippi Valley Historical Association in Omaha, Nebraska.

An author, lecturer, and critic, he has served as visiting professor of history at Columbia University.