Eagle set to break world records

The following safety issues on page 1 help the pilot make the long, overwater journey, Daedalus will be equipped with a version of Eagle's automatic flight control system, which is being tested on Phase II. Human powered aircraft, "we hope to attract" Bobussel explained. "They don’t always respond in the direction you expect..."

Eagle is heavier than it was designed to be. Bobussel said, "A lot of that is due to the fact that we were unable to obtain high modulus graphite." In time to incorporate it into the plane, he explained, "It’s a prototype—it’s expected to be heavier.

A group of about six, including faculty, students, and alumni, designed Eagle, Bobussel said. "Most of them either worked on Monarch or Chevalier (an earlier MIT plane)." He added that the team which built the plane was much bigger, "about 15.

Eagle bears a newly designed airfoil created by Mark Drela, a professor in the department of aeronautics and astronautics. The computer code Drela created as part of his PhD thesis "is being used to design several airfoils," Bobussel said.

Course X enrollment continues to fall

(Continued from page 1)

Sophomore enrollment stood at 49 last year and 59 the year before.

"The employment picture hasn’t been rosy for the past few years," described Mohr, professor of chemical engineering, "I don’t think it’s necessarily the best way, but it can be done this way."

Students pointed out that students can satisfy Phase II by submitting papers written for classes taken in previous terms. "It’s not necessarily the best way, but it can be done this way."

Approximately 50 students have taken one of the science writing courses, and six students have succeeded in having a Undergraduate Research Opportunities Program-related paper approved.

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