

War Plants Changing Equipment For Jet Propulsion Aircraft

General Electric's second largest wartime plant, built two years ago for the manufacture of war equipment which is no longer required by the allied forces, is being converted for the production of jet propulsion aircraft turbines, it was announced here today by the company.

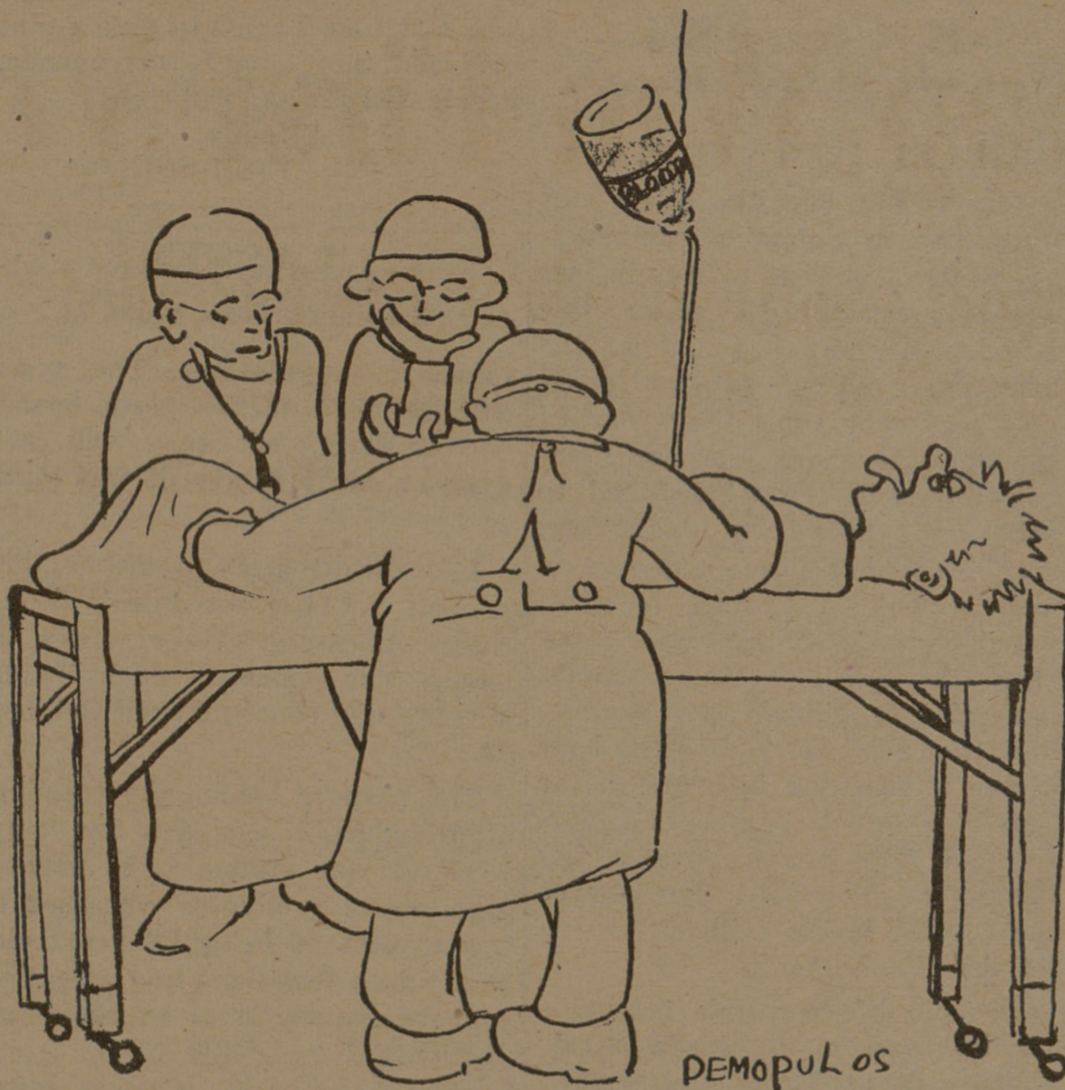
Because of its more than 40 years experience in the manufacture of steam turbines, and since World War I of the turbosupercharger, now used on practically all American bombing planes General Electric was chosen by the War Department to head-up the production of this new type fighting weapon. Even though an entire plant of more than 600,000 square feet of floor space is being converted for this work, its output will not be sufficient to meet government's requirements, so General Electric has turned over the jet propulsion drawings and specifications, prepared by its engineers, to another large corporation formerly engaged in manufacture of airplane engines.

The jet propulsion airplane turbine, first conceived by Flight Commander Frank Whittle and built by the British Thomson-Houston Company, Ltd., an associate of General Electric, was sent to this country for further development by General Electric's engineers. Mr. Whittle came from England soon after, and spent three months here, but kept his identity so well concealed that few knew of his presence, even though associated with him in the G-E laboratory. A number of units have since been built, and the first of these new type planes to fly in this country was equipped with a jet power plant manufactured by General Electric.

The basic principle which underlies jet propulsion is not new. It has been known for hundreds of years, since the days of Galileo and Isaac Newton. The new power plant is a successful and ingenious application of one of Newton's laws of motion—the law which says that to every action there is an equal and opposite reaction.

This principle is familiar to everyone. It is the backward "kick" of the gases produced in a skyrocket that drives the rocket upward and forward. And there is a still more familiar example, the rotary lawn sprinkler. The jets of water go in one direction, and the reaction causes the frame that holds the nozzles to revolve in the opposite direction. You might say that the lawn sprinkler was whirled by jet propulsion.

"An aspect of jet propulsion that puzzles many people is that in the stratosphere, where the air is very thin, an airplane propeller has a hard time. It has less and less air to bit into and pull the plane along," according to Harry A. Winne, engineering vice president of General Electric. "Actually up there, the propellerless jet turbine works better, because the air resistance on the plane is less, and the jet power plant doesn't have to have air to push against. It doesn't push against anything that it doesn't provide itself. The jet of gases moves in one direction; the inevitable reaction push-



Result of Sophomoric Gentleness

es the plane in the opposite direction. Theoretically, the jet propulsion principle would work just as well in a perfect vacuum—though, of course, some way would have to be found to support the plane and provide the air for the operation of the jet propulsion turbine."

Wrong Addresses Delay Tenth of Casualty Messages

A tenth of the War Department's messages notifying relatives of the death or injury of soldiers are delayed in delivery because of wrong addresses.

Between 200 and 250 casualty messages are sent each day to the wrong addresses because those are the only ones on file, the War Department said Sunday.

Sometimes the soldiers are careless in reporting home addresses, sometimes addresses are deliberately fictitious for personal reasons, such as family relationship.

Some old-time, career soldiers have been in the army so long they have lost all track of relatives. Some simply have no relative living.

A. & M. Praised In Letter Received From Former Naval Trainee

Servicemen who are stationed here on the campus with the army and navy training units seldom forget their life while at A. & M. Many write the college after their departure to express their gratitude for the training and instruction received.

Among the first group of sailors to come here in April, 1942, was Sam J. McNeese, and a portion of his letter follows: "Your excellent training and instruction have been of great value to me in the many months of duty at this base and the "chow", duty and swell treatment we received there is often the topic of conversation among the fellows that were fortunate enough to have attended.

More than 90 percent of all species of flowers in the world have either an unpleasant odor or none at all.

Africa was circumnavigated by the Phoenicians as early as 600 B. C.

—AGGIES—

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Among the varying opinions of A. & M. of some of these students who have come from the "four corners" is that of Pedro Pareda, Maracay, Venezuela: "A college with an international reputation and a magnificent spirit of companionship among the students." D. V. Hudson of Tulsa, Oklahoma, and C. T. Long of Pasadena, California, both said: "A. and M. is a great school with a fine spirit." M. S. Escobar from El Salvador philosophized that "This is strictly a man's school." Mario Urbina from Costa Rica complained that A. and M. has too few women, too many men. From H. A. Weiller of Carlsbad, New Mexico, we get this brief comment: "It's a swell place."

But whatever the opinion or from whatever place the men have come, they are all Texas Aggies. The name is an inclusive term. It signifies a blending of many types of individuals into one unit. Of course, each unit has its own little differences, but the general

trends of behavior are all the same. Converging lines from widely scattered areas have come to a focal point here and have blended into a unit the varying interests of a great student body.



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