

# Aero Engineers Get 2nd Plane

Texas A&M's Aerospace Engineering Department has acquired its second airplane for research into some fundamental problems of flight dynamics.

The aircraft, a Piper Super Cub, had been used by the Border Patrol. It will join the university's other research plane, a Grumman Ag-Cat, at the A&M Research Annex where parallel 7,500-foot runways and a pair of 5,000-foot strips are available. (The Research Annex, several miles from the A&M campus, was formerly the Bryan Air Force Base.)

Activities of the Aerospace Engineering Department here will constitute the "Texas A&M Flight Test Station."

Dr. Richard Thomas, professor in the Aerospace Department, hopes to expand studies in aerodynamics, including air turbulence with the new plane.

"EVENTUALLY, we hope to work toward a device which

might sense when an airplane starts to fly through turbulence and maybe we can alter the lift patterns with jets of air or other devices," Thomas said. "This would make the flight smoother."

The problems of turbulence and especially "clear air turbulence" are under intensive research today. High flying commercial and military jet aircraft have been buffeted and even destroyed by invisible turbulence occurring in perfectly clear skies.

At A&M, researchers have developed a device which introduces gusts in a small wind tunnel and will place a similar device in the university's 7x10-foot wind tunnel.

At present, members of the Aerospace Department are installing a four-channel telemetering system in the Grumman Ag-Cat. This airplane, originally designed for agricultural use, has adapted well to aerodynamic research. The test equipment is

being placed in the section originally designed for chemical tanks, Thomas said.

Information about control positions and aircraft motion will be telemetered to a house trailer repositioned center and recorded on-board the aircraft at the same time.

The department is conducting studies of barred landing techniques—that is, landing an aircraft after clearing some obstruction. An easily broken wire holding colored balloons is strung between tall poles to simulate barriers. The study may change some of the traditionally accepted ways of performing such landings.

THOMAS SAYS the aerospace industry expresses considerable interest in some basic problems dealing with the whole area of interaction between vehicle and atmosphere.

"There are still a lot of unknowns here," he asserted.

The relationship between pilot and aircraft is of particular interest.

"Just how does a crop duster know when to pull up to miss the tree at the end of the field? What factors influence the decision? These are some of the things which are known in terms only of experience now," Thomas pointed out.

# Medicine Suffers From Lack Of Communication—Lenihan

The medical world is not getting the full benefit of science and technology and there exists today an ever widening gap between doctor and scientist or engineer, an internationally known physicist, Dr. John Lenihan, said Tuesday at Texas A&M.

Part of the difficulty comes from a lack of communication and part comes from "different ways of looking at the material world," observed Dr. Lenihan, whose group at Western Regional Hospital Board in Glasgow, Scotland, was the first to report presence of arsenic in locks of Napoleon's hair.

Dr. Lenihan was to deliver the first fall University Lecture on "Medicine and the Challenge of Technology" at 8 p.m. Tuesday in the Memorial Student Center ballroom. The public is invited to attend the free presentation.

WHERE SCIENCE is analytical and strictly logical, medicine can't wait for complete data. "The physician needs to make a decision on incomplete information and he is always having to balance probabilities," said Dr. Lenihan. "The scientist seeking help from the scientist will often be discouraged. He propounds what seems to be a simple problem and is told he needs thousands of dollars and much time to solve it. "The scientist, on the other hand, can't get from the physician exact specifications of the problem."

To narrow this gap, the West-

ern Regional Hospital Board, which advises and assists more than 200 hospitals in Scotland, has employed a team approach.

"WE HAVE a team of about 130 people—physicists, mathematicians, engineers, chemists, doctors, etc.

"And the team has to be in the place where the action is."

This means the team is more often in the clinical environment solving or actually discovering problems.

"It doesn't work unless it's a big effort with a good turnover and new ideas."

One example of team effort in solving medical problems is work on activation analysis in the clinical sciences.

"We have a big survey on a large number of trace elements in body tissues and are trying to develop tests to decide which are the essential trace elements."

IT WAS by activation analysis that the arsenic in Napoleon's hair was determined and this is the field of particular interest to Dr. Lenihan. While at Texas A&M, he is being hosted by Dr. Richard Wainerdi, associate dean of engineering and head of A&M's Activation Analysis Laboratory.

Team effort at the Glasgow institution includes study of acoustical problems and a large radioactive isotope program. The Western Regional Hospital Board functions as advisor in this field to its group of hospitals.

"We also maintain a sort of consumers advice service on instruments used in hospitals." This includes complicated electronic instruments, X-ray machines and others.

"This is hugely economical," he said.

Five additional lectures are scheduled this school year.

## Job Calls

**TUESDAY**

Carrier Air Conditioning Company: Electrical Engineering (B), Industrial Engineering (B), Industrial Technology (B), Mechanical Engineering (B).

Lockheed Electronics Company, Houston Aerospace Systems Division: Aerospace Engineering (B,M), Electrical Engineering (B, M), Mechanical Engineering (B, M), Computer Science (B,M), Mathematics (B,M), Physics (B, M).

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Southwestern Life Insurance Company: Accounting (B), Economics (B), Finance (B), Marketing (B), Mathematics (B).

U. S. Army Engineer District, Fort Worth: Architectural Engineering (B, M, D), Civil Engineering (B, M, D), Electrical Engineering (B, M, D), Mechanical Engineering (B, M, D). Also, summer employment for Freshmen, Sophomores, Juniors, Seniors, Graduate Students.

U. S. Army Engineer District, Galveston: Civil Engineering (B, M), Electrical Engineering (B, M), Mechanical Engineering (B, M).

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Rice at TCU	TCU by 6	TCU by 7	TCU by 12	TCU by 10	Rice by 4
SMU at Baylor	SMU by 8	SMU by 7	SMU by 14	Baylor by 6	Baylor by 12
Houston at Tulsa	UofH by 14	UofH by 24	UofH by 13	UofH by 20	UofH by 22
Syracuse at UCLA	UCLA by 12	UCLA by 10	UCLA by 9	UCLA by 10	UCLA by 9
Ohio St. at Michigan	Mich. by 2	Ohio St. by 12	Ohio St. by 4	Ohio St. by 6	Mich. by 14
Ga. Tech at Georgia	Ga. by 17	Ga. Tech by 5	Ga. by 7	Ga. by 1	Ga. Tech by 21
Colorado at Air Force	Colo. by 8	Colo. by 10	Colo. by 17	Colo. by 3	AF by 9
Purdue at Indiana	Purdue by 12	Purdue by 14	Purdue by 5	Purdue by 1	Purdue by 13
Last Week	9-1-0	9-1-0	8-2-0	8-2-0	6-4-0
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 The English proficiency examination required of all junior students majoring in Education or in psychology will be offered from 3:00 to 5:00 p. m. on December 7 (Thursday) and again at the same time on December 8 (Friday). Students may take the examination at either time by reporting to Academic 209. Examinees should bring pen, pencil, dictionary and composition paper. 4982fn

Those undergraduate students who have 95 semester hours of credit may purchase the A&M ring. The hours passed at the time of the preliminary grade report on November 13, 1967, may be used in satisfying the 95 hours requirement. Those students qualifying under this regulation may leave their names with the Ring Clerk in the Registrar's Office, in order that she may check their records to determine their eligibility to order the ring. Orders for the rings will be taken between November 27, 1967 and January 7, 1968. Those rings will be returned for delivery on or February 15, 1968. THE RING CLERK IS ON DUTY FROM 8:00 a. m. TO 12:00 NOON, MON. DAY THROUGH FRIDAY, OF EACH WEEK. 4982fn

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## Paratroopers Gain Crest Of Hill 875

By EDWIN Q. WHITE  
 Associated Press Writer

SAIGON (AP)—American paratroopers gained the crest of Hill 875 near the Cambodian border in one of the war's fiercest battles and launched an assault to root out last-ditch North Vietnamese defenders, battle front reports said Wednesday.

Pressing on despite heavy losses, men of the 173rd Airborne Brigade won control of the crest in action Monday and Tuesday and opened a dawn assault Wednesday against entrenched North Vietnamese along a ridge line, the reports indicated.

The ridge line apparently was almost as high as the crest and was the dominant position on the hill three miles from the Cambodian border.

Reporting from the battle scene, Associated Press correspondent Peter Arnett said the assault on the ridge line was preceded by repeated U. S. bombing strikes.

The bloody fighting on Hill 875 has left at least 79 paratroopers dead and another 178 wounded since Sunday.

Total U. S. losses in the 20 days of fighting around Dak To have been put at 246 dead and 860 wounded. North Vietnamese casualties in the Dak To fighting were put at 1,143 by the U. S. Command.



BOATYARDS BOMBED IN HAIPHONG  
 Map locates boat construction and repair yard close to the center of Haiphong, North Vietnam, bombed by U. S. Navy planes. Boatyard is on small Tram Bac river, only 1.7 miles from Haiphong's international docks. (AP Wire-photo Map)

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