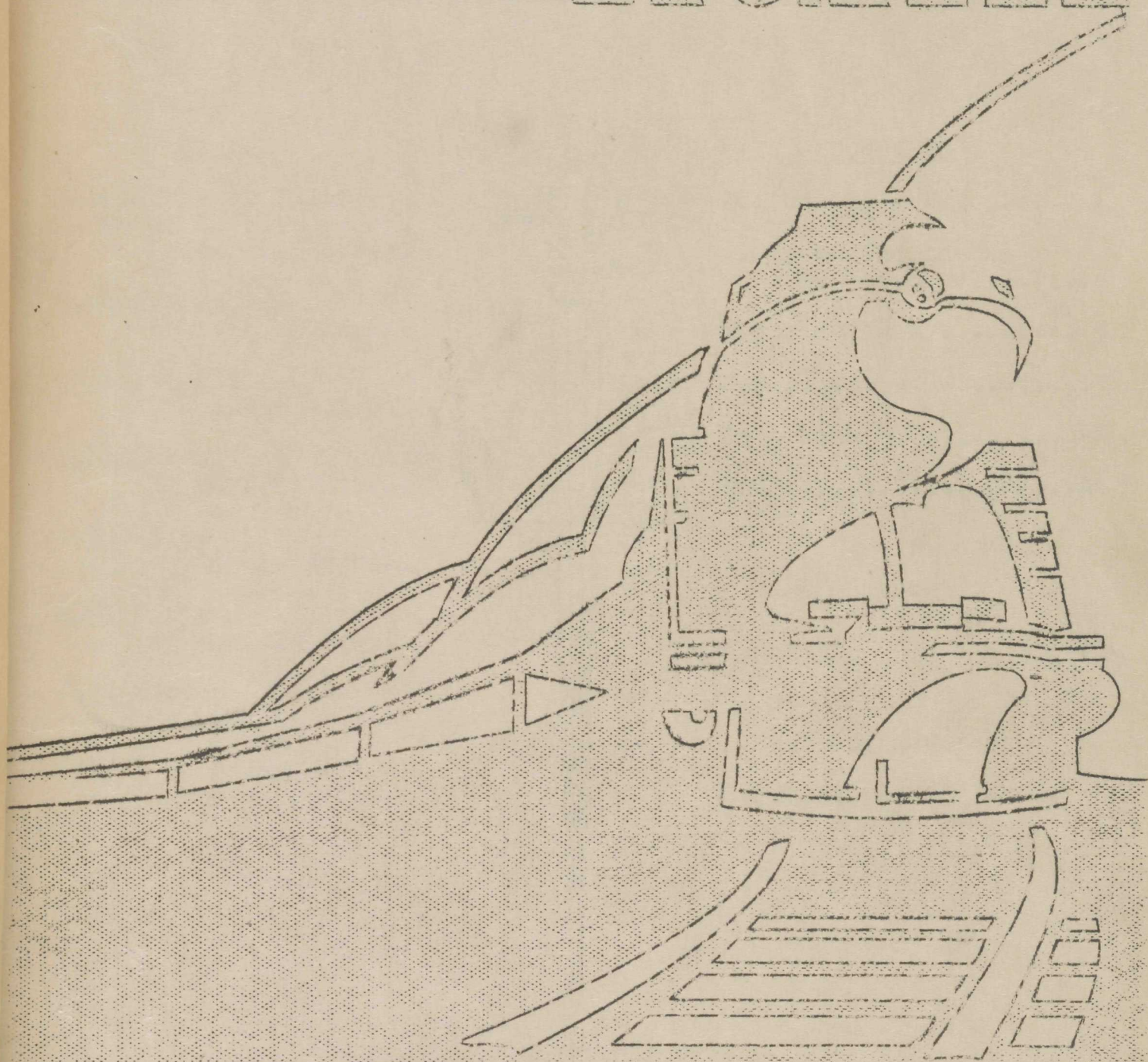


THE DUKE ENGINEER

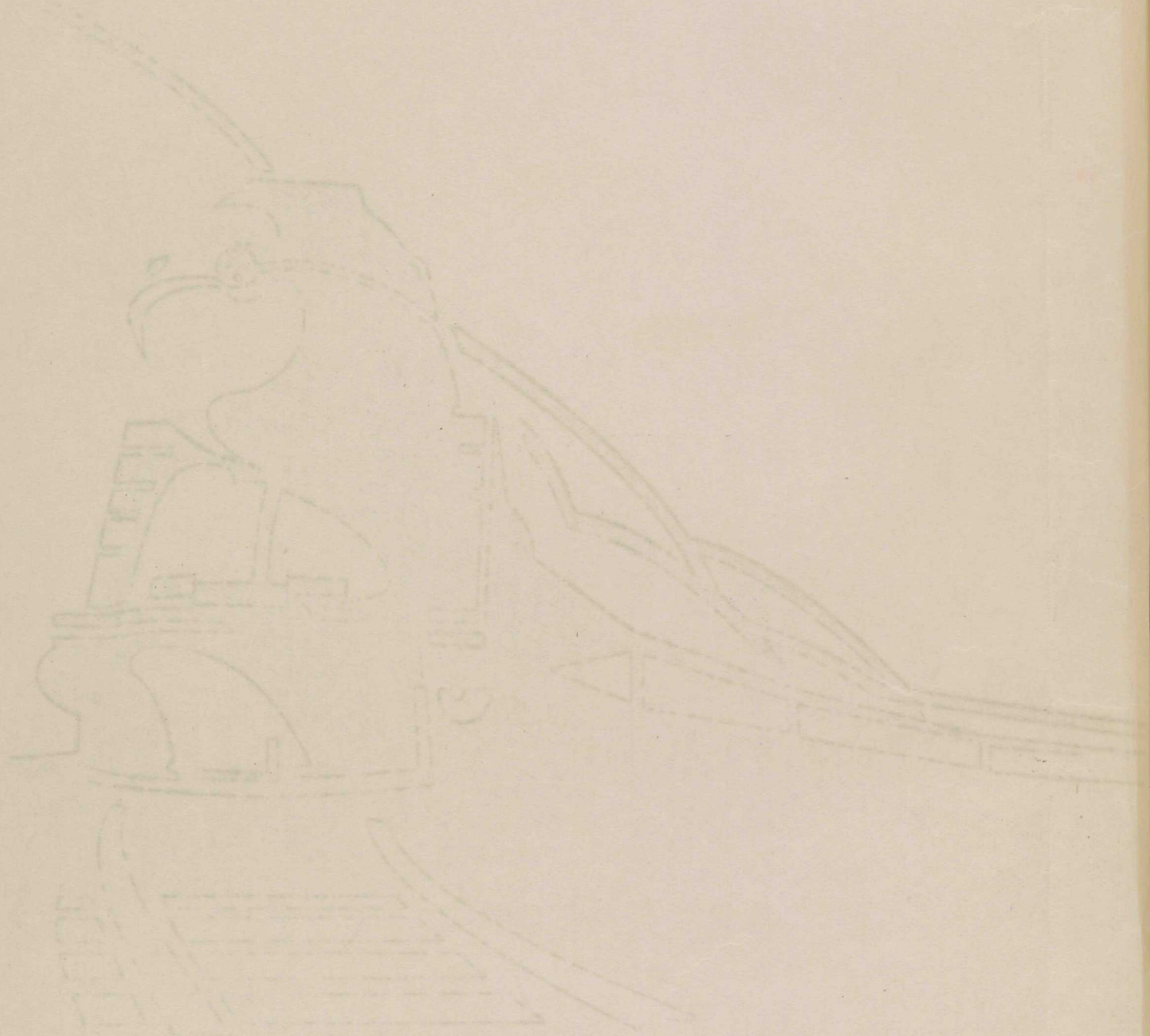


VOL. 3

№2

FEB 1942

BOOK
EVENING



VOL 3 1963 FEB 1963

The DUKE ENGINEER

Volume III

February 1942

Number II

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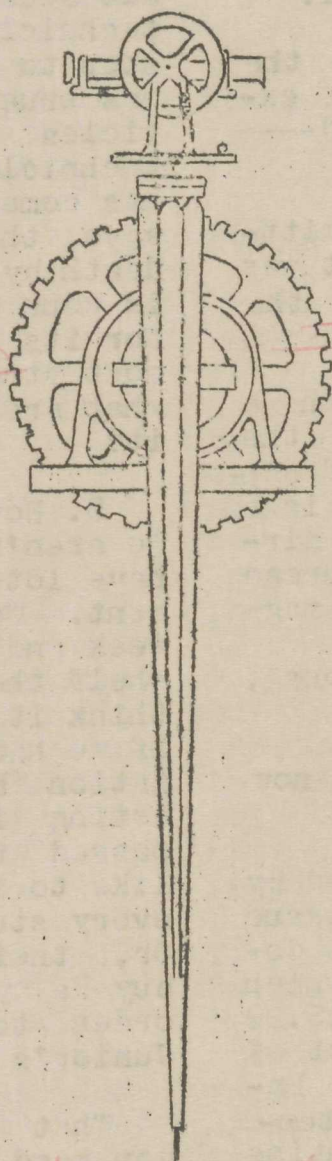
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Published Quarterly by the
Engineering Student Government Association
of Duke University

STUDENT EDITORIALS

BY THE DUKE ENGINEERS

It is now common knowledge among the engineers that the last issue "had an odor". This fault is a direct result of several reasons:

1. Vol. II, No. 1 was an experiment on the part of the staff to see just how such a publication should be handled. We were all new at the job and lacked experience---hence the smell.

2. Economy of work was the prime object with economy of expense running a close second---hence the compactness.

3. Altho the material submitted was high in quality, it was very low in quantity---hence the lack of articles.

4. Subsidization of such a publication tends to lull the staff into a false sense of security. Their lack of fire is a direct result of not having circulation depend on widespread acclaim or interest in the magazine.

These are the reasons, lets boil them down.

1. Nuff sed about this we now know.

2. The magazine is financed by the F.S.G.A. at \$10.00 per issue and by the A.S.M.E.'s recent donation of \$5.00 per issue (which we accept with thanks). \$15.00 just misses covering the cost of a regular issue of the Duke Engineer where \$3.50 goes to sten-cils, \$12.50 goes to printing and cover, and \$1.00 goes into

miscellany.

3. The Duke Engineer should be the organ of the Engineering Student body. After all, the staff furnishes merely the labor required to present the ideas and articles of the Engineers in readable and pleasing form. It's all very well when the students leaf thru the magazine and grumble because everything is too--technicle, but did they ever stop to reason why such a thing was true? We want---we need articles from the student body, technicle or otherwise. The time has come for the engineers to save their publication from a death by slow starvation. This is your baby and depends on you for its support---which it needs most strongly right now. Well, what are you going to do about it?

5. Now it's the staff's turn. We aren't on the ball either and have lots of room for improvement. We work like dogs for one week and let the mag. sit on the shelf the other five or six. I think it would be a better idea if we had to work for our circulation by presenting an interesting issue which can't be passed up. In fact, I'd even like to see 10¢ collected from every student who wants a copy. Or, their parents might like to buy a year's subscription in order to be sure and not miss Junior's article when it appears

What you probably think as you read this editorial is "This is all very well, but who cares

anyway? Somebody will write an article". Only, Bud, that somebody is you, and the quicker you write it the better we like it.

The next time you are in the Engineering library take a look at the Ga. Tech Engineer, Penn State Engineer, Bama Beam, etc. Note the amazing dissimilarity between these publications and ours.

They started the same way we did and their status now is totally dependant on the hard work and cooperation of their students. Someday we will print an issue, and then be classed with those magazines whose editing, appearance, and subject matter are all outstanding. How long it will take depends on the Duke Engineers alone

The next time the departmental editor comes to see you, don't talk him out of it. Write anything, it will be good. (JLF)

THE PANSY BED

Hello. Second semester is upon us again, and there are many familiar faces gone from amongst our little group. Last seen with their panama fedoras tucked under their arms were Shirley, Murphy, and Porter--all had that gleam in their eyes and were heading for Panama.

It is rumored that the A.S.B.E. (American Society of Bald Engineers) is about to initiate Harold "Desert-Head" Sheets into its small but select group, consisting of Jack "Cue-Ball" Roper, Bill "Egg-Head" Griffith, Jack "The Barren" Waldron, and John "Hairless Joe" Galt. Congrats to

"Desert Head".

Say, those E.E. seniors really throw the parties. Ask any of them about the send-off party for Cochran, and then ask them about the after-exam clam bake. -Some fun.

Please, can anyone give us the secret for telling those sharp Rose brothers apart? We thought there was only one of them till we saw two of them together in the daylight one afternoon. Taint amoozin.

We hope the new speed-up program will still give you time enough to bend your elbows once in a while.

Something to Think About: (JCG)

The United States is at war with Germany, Italy, and Japan. Are you careful of what you say? Remember that idle talk against our government, our president, our troop movements, and many other things along this line may be considered treason! Free speech is what we are fighting for, not with.

The people of this country do not fully realize that we are at war, and something must be done to bring it home to them. The only ones realizing the seriousness of the situation are the people on the seacoasts. These folks have heard submarine gun fire, have seen the flames from burning freighters, and have seen and talked to some of the survivors of these ships. The rest of the country still is laboring under the misconception that it can go on in the same old way, buying and selling and (cont'd on page 9.)

AIR SPEED INDICATORS

BY J. A. SHEA - '42

To me it seems very strange and coincidental that the work of a man in the 18th century could influence one of the greatest industries of to-day, but such is the case with Henri Pitot. In 1730 Henri Pitot dipped a bent glass tube into the River Seine at Paris and found that the water rose up in the tube to a height that was proportional to the square of its velocity.

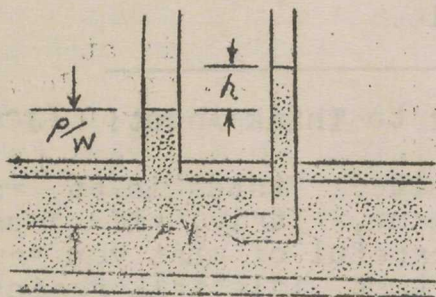


FIG. 1.

The derivation of the formula for determining velocity head is very simple, see fig. 1, it consists merely of applying the energy equation to the orifice. Thus at a distance in front of the pitot where the flow is undisturbed, $H_1 = (p/w) + (v^2/2g)$, while at the orifice, $H_2 = (p/w) + h$. Equating these two, $h = v^2/2g$ where h is equal to the velocity head. Experiments with the pitot have shown that this equation is accurate up to 3% at 30 degrees. This is an important condition to know because the case occurs very few times when the horizontal plane of flow of the water makes an

angle of zero degrees with the center line of the orifice of the pitot.

This type of pitot is very seldom used in actual practice because two holes have to be drilled in the pipe to allow the insertion of the static tube and the impact tube. Thus they have been combined into one tube. See fig. 2. In this the static head is measured by the use of two or more holes drilled through the outer tube. The upstream end of the tube is pointed, and it is assumed to be of such shape that the flow follows along the outside of the tube so that the pressure there is the same as that along the pipe wall.

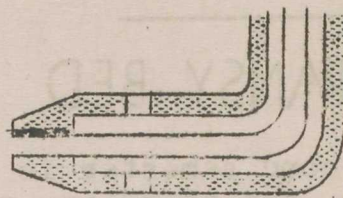


FIG. 2.

In this tube the static head is measured through the holes in the side so that the measurement will not be influenced by the velocity of flow, and the impact head is measured through the orifice in the front which is exposed to the static head and the velocity head. The tubes, running from this instrument may be connected in such a way that they cancel out the p/w term,

leaving just the velocity head present. This is used in the air speed indicator as used in present day aircraft.

An air speed indicator is used to show the speed at which an airplane is moving through the air. Every ship has a certain safe flying range of speed the lower extreme approaching the stalling point, and the higher extreme approaching a dangerously steep dive. The air speed then for a given engine speed is an index of the fore-and-aft angle of the ship.

An airspeed indicator is really a sensitive differential pressure gauge. The pressures which it measures are generated by a pitot-static tube, which is mounted on a wing strut or other location on the plane where it receives undisturbed air.

This pitot-static tube is the same type that has already been discussed. Two lines of tubing connect it with the instrument. The pitot tube connects to the inside of the diaphragm and the static line connects to the inside of the case which is air-tight. The inside of the diaphragm has the pitot pressure and the static pressure is outside of the diaphragm. The amount which the diaphragm extends is proportional to the difference between these two pressures. The movement of the diaphragm is transmitted to the hand of the dial through a system of gears and levers.

Since the airspeed indicator and the pitot-static tube are both air actuated instruments, they are necessarily calibrated under standard atmospheric conditions to indicate the speed of

the aircraft relative to the surrounding air at sea-level pressures. The density of the air decreases with an increase in altitude and will introduce a variation between the readings of the airspeed indicator and the true air speed, which is proportional to the increase in altitude. Thus, as the altitude increases, the differential pressure in the indicator will decrease and the indicated airspeed will be lower than the actual airspeed.

Because the factors which effect this part of the accuracy are changing proportionally, a chart of relationships has been devised to show the pilot his true airspeed corrected for an altitude change in the density of the atmosphere. This chart is used up to 30,000 feet with an accuracy sufficient for all practical purposes. With indicated airspeeds as ordinates, and altitude (corrected to standard) as abscissae, the true air speed is read directly at the point where the two intersect, by interpolating at a glance with respect to the nearest line marked true airspeed.

According to the theory of operation of the indicator there is no reason why there should be any uncorrectable error in this instrument, but a distinct source of error enters in because the plane does not fly level at all times. It is either climbing, descending, or banking a good portion of the time. This introduces an error because the effective size of orifice is changed during non-level flight. Reference to pictures of modern ships will show the various positions that these inlets have (cont'd on page 13.)

PEARL HARBOR-

BY MAJ. SEVERSKY

(Note: This will interest those who were fortunate enough to hear the Major's lecture at Duke several weeks ago. The article appeared in the Cleveland Plain Dealer two weeks after his lecture here.)

The report on the Pearl Harbor inquiry has rightly alarmed The American People. In the interests of American victory, it is to be hoped devoutly that the alarm will be deep enough to stir us into quick and decisive action.

The failure of Admiral Kimmel and Gen. Short to credit the likelihood of a Japanese attack by air is not to be wondered at, since both the admiral and general are typical products of army and navy training, in which air power is regarded as an accessory rather than an independent weapon. It is psychologically impossible for certain men trained to think in terms of surface operations to lift their minds to the level of modern aviation.

There is a significant passage in the Pearl Harbor report:

"The commanding general, Hawaiian department; the commander in chief of the fleet and the commandant 14th naval district; their senior subordinates and their principal staff officers considered the possibility of air raids. Without exception they believed that the chances of such a raid while the Pacific Fleet was based upon Pearl Har-

* * * * *

bor were practically nil. The attack of Sunday, Dec. 7, 1941, was therefore a complete surprise to each of them.

Such underestimation of the role of air power is not unique. On the contrary, it is typical of the army and navy minds in the upper brackets of authority. The one certainty is that, precisely as it brought us disaster in Pearl Harbor, it will bring us greater disasters elsewhere unless that mentality is removed from the place of power.

The key to their strategic illiteracy is in the phrase "while the Pacific Fleet was based upon Pearl Harbor". Clearly these military and naval men assumed that the presence of a strong surface fleet would deter enemy aviation. They have failed to catch up with the lessons taught by the whole course of this war, namely that only air power can fight air power, and that air power has been relentlessly in pursuit of surface naval forces all over the globe, which it has destroyed whenever it made contact.

Far from scaring off Japanese aviation, the presence of the fleet was probably the principal temptation for making the air attacks.

Another important fact implicit in the report which deserves emphasis is that there existed in the Hawaiian area no service specifically charged with the responsibility of guarding the

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"air ocean" which covers land and sea alike. That responsibility was divided vaguely between the army and the navy, neither of which accepted it as any more than an auxiliary or side line function.

The report records how "Gen. Short assumed that the navy was conducting distant reconnaissance." Admiral Kimmel similarly assumed that the army was maintaining "in-shore air patrol". Neither of them, nor any admiral or general in Washington, can offer a logical reason why the job should thus have been split in two unco-ordinated parts.

There is no reason in common sense why an air service

conducting a patrol of some 700 miles should stop short at the shoreline and turn the undertaking over to another service for an additional 20 miles inland. The absurdity merely reflects a transfer of army-navy jurisdictional quarrels into the air. It amounts to the drawing of artificial lines through the skies and resultant complete disunity of command in the air.

(In presenting the above article to you it is not our desire to present it as our views upon the problem, but rather to put the views of perhaps the greatest authority of modern air warfare before you for your careful consideration. -Eds.)

NEWS IN THE COLLEGE

THE E.E. CONVENTION(?)

Professor Otto Meier, two seniors, and one junior attended the convention at New Orleans. The rest attended the French Quarter. The group that left Durham was weary from overwork, the group that returned to Durham was just weary. The convention was the annual Southern District Conference of the American Institute of Electrical Engineers which is held in a different southern city each year. This year New Orleans was the host from December 2nd to 5th.

Those attending the convention were: Otto Meier, faculty advisor; Bob Cochran, chairman of the Duke Branch; Ed Foscoe, vice-chairman; Watkins Martin, treasurer; Paul Herertz, secretary; Ernie Crane, Bob Everett,

Ronnie Johnston, Howard Moffett, Dick Myers, and Tom Olson. The entire group stayed at the Convention Headquarters at the St. Charles Hotel.

By Monday night the Duke representatives had arrived in New Orleans and scouted the Quarter for future prospects. Tuesday afternoon the Convention proper started with the registration of all the students from the various institutions. That night after spending a few minutes at a smoker held at the hotel, the Duke delegates made a sight seeing tour of the French Quarter stopping at the Puppy Club, the Famous Door, the Old Absinthe House, Pat Obrians and all the other "clip joints" within range. The tour returned to the (cont'd on next page)

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Hotel in sections arriving at 4:00, 5:00, and 6:00 A.M.

Wednesday Morning the opening session of the convention was held. Wednesday afternoon students from universities presented technical papers. That evening Tulane hosts provided an informal dance, but the French Quarter provided the Absinthe Frappe. The party was about evenly divided.

Thursday morning was spent at Tulane University attending a session of non-technical papers. Following this everyone retired to the Sugar Bowl to have some publicity pictures taken. After a short work-out in the Sugar Bowl our hosts provided a light lunch in the Electrical Engineering Laboratory. The sweeter members of the party took a tour through the Godchaux Sugar Refinery that afternoon. That night another free dance and the French Quarter divided the party again.

Friday morning everyone slept through the business meeting except during the talk on transmission lines by a representative from Westinghouse. Even the G. E. men in the group had to admit it was worth waking up for. That afternoon we inspected the sewage disposal plant. Vni, vidi, dicti.

That evening we headed for home stopping the following morning at the Pensacola Naval Air Base as the guest of Commander Maxwell.

It was a decrepit crew that rolled into Durham on Sunday but it was a trip never to be forgotten.

Ask "B" Olson about that 4:00

A.M. date at the Famous Door-Crane got rolled for \$25.00---Ed just got out of the hospital for the trip; but he was a good boy he stayed on a liquid diet for a week---- we lost Ronnie to the Spanish, he hopes- Enoch had two dates to the dance, we didn't know he could handle one---- Everett from Burgundy to Bourbon. Myers turned B.T.O. at the dance-The Wonder Bar, we wonder- You're over the hill Martin, over the hill- Where are the minutes of the first meeting, Sherertz?-- Abtoine's for food, The Absinthe House for Boogie- Woogie- Moffett paid for a hotel room and then slept at the Bali Club- Don't ask six men, ask Otto.

AIEE NEWS

Everyone was sorry upon returning from Christmas vacation to find that Bob "Enoch" Cochran had been called to the Marines. Bob was the chairman of the Duke University branch of the AIEE and is now a lieutenant in the Marine Corps. The EE's threw a going away party for him and gave him a going away present.

Ronnie left Durham for New Orleans the day after his last exam final. It seems that the Spanish are still holding their own. I wonder if he will tell her how he got home from these two parties.

The Duke branch of the AIEE is to be the host at a North Carolina Section AIEE meeting. On Thursday, February 12. At this meeting one or more of the national officers will speak after the banquet in the West Campus Union Ballroom. The afternoon meeting will consist of talks by

(continued on page 13)

J.C.G. CON'T.

making money. People in high positions have been heard to express the opinion that they did not see the need for spending huge sums for our army and navy.

Do you fully realize that young men, Americans, just our age are fighting and dying to preserve our way of living? Can you see any reason why when men are dying so that you will be able to live as Americans, that you should not be studying with all the might that is in you, in order that you will be equipt to run and build machinery to manufacture guns, bombs, planes, tanks, and ships to help these men win the fight?

This time we are not going to the aid of England; this time we were attacked viciously and maliciously by Japan and Germany and Italy. Keep this in mind:

* * * * *

this is a war of self preservation; we are fighting for our very lives and everything that we hold dear. Let us then get in and get to work that we may be the best engineers the world has ever known. This war is being fought by the engineers and all the other scientists, because it is the side with the newest, the best, the most, and the fastest, and most accurate equipment which will win the war.

Do not worry about how much the government is spending or about how much your taxes are going to be someday. Let us instead worry about how many Americans were killed because they did not have enough of the best equipment. Then let us get in and see that they get this equipment by rolling up our sleeves and building it with all the speed and skill we have.

LETS DO OUR PART BY LARRY DARLING

December 7, 1941 - a date--- changed the students of Duke University from happy-go-lucky, carefree college "kids" to serious minded young men and women.

That date has changed the course of our lives many ways--- no more tires, less sugar, new taxes---but the lives of others are being changed too. This we understand when we think of our expeditionary forces in the far east, and in northern Ireland. The impact of total war has and will be felt by them much more than it has been felt by us.

Immediately after war was declared the recently formed Inter Campus Council undertook the huge job of developing and co-

ordinating the war effort of the Duke Students. Different groups on the campus volunteered to take over various jobs, and the I.S.G.A. volunteered for the Engineering College to conduct a campus-wide defense bond drive.

The main purpose of this drive is of course, to help the government finance the war effort. However, when the bond matures, its value will be used to start a memorial fund in memory of the boys from the University who will die in this war. This probably will be in the form of a scholarship fund.

How much shall we collect? The original was to raise \$1000. Some say we can get more, some

say less, but no matter how much we get, it will be worth the effort. If the sum is raised to four digits, we must contact every student personally for a donation. We must thoroughly cover both campuses and make the drive a great success. Since this drive is being sponsored by the Engineers, the rest of the University will look to us to set the standard. Therefore it is up to us to start the ball rolling by all giving AT LEAST \$1.00 a piece.

I see raised eyebrows and hear sounds of exclamation. "One dollar! Gad, we're not made of money". No, you're not made of money, but a one dollar donation

is mighty little to give as compared with the donations being given by men like Colin Kelly! Just because we decided to study engineering, at the request of the government we are having a "good time" here at Duke instead of carrying a gun. A ONE DOLLAR BILL THAT MAY BUY A BULLET THAT MAY SAVE A MAN'S LIFE IS A DAMN SMALL SACRIFICE FOR EACH ONE OF US TO MAKE.

If we can raise \$250 in the College of Engineering we will have set a precedent for collection from the other colleges, and we will have very little trouble reaching our goal. Come on guys, let's show them how the Engineers do things. (LWD)

DELTA EPSILON SIGMA REVIEW BY DAN M. BRANDON

Delta Epsilon Sigma--What is it? Why do we have it? What are its functions? These questions concerning our honorary society are frequently asked by many of the boys who do not know the activities of the society, although they still recognize the fact that membership to the D.E.S. is the one big honor that a person may obtain in the College of Engineering.

Delta Epsilon Sigma was started here in 1931 when there was felt a definite need for some society to honor those boys who were outstanding in the Engineering school. The main purpose then was to continually increase the activities and quality of the fraternity until it could petition TAU BETA PI, the large national honorary fraternity, for membership and a chapter at Duke University. Since that time, even today, this work is

being continued in hope that we will acquire a Tau Beta Pi chapter as soon as possible. And we will -- as the only unmet qualification is an increased number of graduating students each year.

At present, however, several projects of D.E.S. have, of necessity, superceded the petitioning of Tau Beta Pi. Several of these present activities will be mentioned to acquaint the students with the workings of D.E.S., while others will not be mentioned because of their strict secrecy.

First, D.E.S. was in charge of freshman orientation week, and toward this end the society acts much the same as the west campus Freshman Advisory Council. We advise the new students as to what to do, when and where to go, and what to expect at Duke

University during their college life. This work is carried on through-out the year by assisting those freshmen who need aid in their studies, by keeping in contact with the student's families, and by giving advice to those who need and seek it.

Second, D. E. S. took up the program of suggesting improvements and additions to the Engineering library. In addition to this, the organization undertook the contacting of alumni members for their suggestions for improving the College of Engineering and assisted during Homecoming in the entertaining of the Alumni during their stay. Also this year, as in the past, D.E. S. has continually attempted to advance the standing of the College of Engineering, acting

with the E. S. G. A. and various other organizations on the campus. The last project of the D. E. S. that can be mentioned is the sponsoring of the Annual Engineer's Show. This is a tremendous job of planning and preparation that falls on the D.E.S. aided by the three societies and the faculty. This year, however, additional projects will be taken up as there is serious doubt that the Engineer's Show will be held due to the present war conditions.

This is a brief survey of the D. E. S. with the hope that it will show the students the importance of D. E. S. and why it is called the most active honorary fraternity or society in Duke University.

YOUR E.S.G.A. BRANDON & DARLING

Spring is just around the bend and with it comes thoughts of our elections. Already some boys have signified their intention to run for an office, and already some are putting on a quiet, submerged, friendly campaign in their aspirations for offices. For these reasons it is not too early to begin thinking about who is fit to hold offices and what the councilmen who are elected are expected to do.

First, a word to those who desire a position on the council ---Don't run unless you have the time, courage, and sacrifice to make yourself a success. The job of a councilman is not easy; it should require between five and thirty hours a week of you, depending on what office you ob-

tain; it should demand the courage to make you tell your friends to quit making noise, to tell them to stop breaking furniture, to stop drinking, and the courage to administer the decisions of our GOVERNMENT; finally, it should require that you sacrifice your previous frivolities as no governing body can pass rules that the body itself cannot uphold to the highest degree.

Next, a word to those boys who are not running for a position on the council. Yours is the job of selecting those boys who will make the rules that you must abide by, so be sure to elect those you will respect and heed. Base your selections more on common sense, broadmindedness and willingness to work, rather

Your ESGA cont'd
than anything else. It is not necessary for a boy to be a Phi Beta or a pansy to make and stick by the rules; rather it is those boys who have seen and known most sides of college life who can, therefore, give fair and honest decisions based on truth a broadminded scope of the various situations that arise.

Lastly, do not pay any attention to campaign promises as all are futile due to the administrations viewpoint. These are always merely vote gatherers, and no attention whatsoever should be given them. During the last four years three such sets of campaign promises were given ---few were fulfilled! Elect the man who you know will serve you, govern you honestly, and who, in return, will respect and support your council in every way possible.

Due to the well-known paper shortage, the Duke Engineer finds it too must economize. Mimeographing the cover results in a saving of some 8 cents to each member of the E.S.G.A. Stated in another way, the council and student societies are saving \$19.50.

(Eds.)

DOWN TO A "T".

Now that work has started it looks as though the seniors are ending their rendezvous and sobering up. On top of this the "Big Five" have lost a member and are wondering whether or not to elect a fifth.

I wonder how Gordy and Punjab got that fifty cents back. That sounds worse than BB's winning

all those beers. Along with them we wonder if the EE's have sobered up from their celebration. Foscoe even danced with a girl, and Poister has started casting his eyes on the town girls once more - hope Guppie and Luchans stay faithful. Hege's stay in the hospital has Gery almost crazy - no pecking. Goddard certainly did break training in a big way and Brandon broke, he is looking better after his eleven day party, but his days are gone for good. Sales and Carlisle are the latest wolves; Ben even calls some women "sexy" now and Tom likes Greensboro - but then who doesn't. Bill and Marion. A birdy says Beary has almost pinned up Stout several times. The woman that Chapman and Fleming were chasing, or vice versa, has gone to Miami for her true love.

Roper is still in his castle but then he's not drafted as yet. We wonder how long the "Jim's Club" and Everett's car will last, the car will be the first to stop. Hey, Moffett, how's McCormick these days. Epworth seems to have more demand than supply - concerning rooms; we wonder if it is spring or Epworth's reputation. What about Northwestern perterbs Crane? John Carr and Frenchie have started to give the girls a twist as have those two dashing wolves, Mapp and McKeague. Our freshmen seem to have forgotten that there are such things as women - all except Evans and he's lost. By the way, has Erwin found a woman yet? And is McGuire still in love with Vickers after that apartment affair? We hope that Brandon enjoys his future week ends at Carolina Beach but as broke as he is now we also hope the girls have some money. Well kids, that's all for now but we will see you at the Inn.

been placed on non-level ground, the B-17- one on the other side; on the inlet neath the Curtiss transport directly pointed straight ahead. Thus it may be seen that these tubes have been placed in almost every position to get a uniform flow, but no perfect position has been found to date.

AIEE NEWS con't
several engineers in the state. Howard Moffat, will give a paper on the high voltage equipment at Duke University.

Professor Seeley has just returned from the AIEE winter convention at New York. This meeting was held from January 26 to January 30 inclusive. Prof. Seeley said that one very important decision was made. That was that colleges should not lower their standards at all during the present national emergency. The entire meeting was colored by the war situation, however, and there was a great amount of discussion about the necessity of reducing the standards and specifications on electrical equipment. Some requirements are so strict that it is impossible to maintain them when much of the material is vital to national defense.

ASME NEWS

Professor A.G. Cristie, past president of the national A.S.M.E., spoke on "Water and Power

for Los Angeles" on Nov. 12, revealing many apparent dangers to the west coast in his interesting discussion.

The Society's first speaker after Christmas was Dr. Kemp of the Duke psychology department, who spoke on an introduction to psychology. Topics discussed were (1) the ear, and (2) Freud psychology; why did everyone wake up when Dr. Kemp started?

The A.S.M.E. branch at Raleigh invited student members to a dinner given in honor of Mr. J.W. Parker, The society's national president. Most of the interest aroused among the student members was due to chairman "Guppie" Galt's recent marriage during Christmas Holidays. The Duke chapter presented the Galts with a table broiler -- directions for cooking included. Another engineer out of circulation is Gilbert Tew, junior M.E.

The acceleration program might put a damper on the spring convention in Knoxville this year, but the A. S. M. E. still wants student speakers. This convention may be the let-up we're going to need awfully bad in the Spring? so let's get a winning candidate in the competition.

Present juniors and sophomores might be giving some thought as to who they are going to elect as officers because elections are going to come off in the very near future. NOW is your chance to act instead of sitting back and picking.

Here's to Murray Rose and Bob Cochran, the U.S. Marine Corps profits by our loss.

LAFFS FROM H

Doug - Was it very crowded at the Triangle last night?

Dan - Not under my table.

She - Do you know what good clean fun is?

He - I'll bite, what good is it?

Ginny - I had a date with a General last nite.

Gerry - Major General?

Ginny - Not Yet.

"Wal, Hiram, did you have a nice time at the city?"

"Reckon so, Elmer. Shucks, it's a great place. Y'know, the first night I spent there was with a nekid woman."

"I swan, Hiram. What did you do then?"

"Nothin' much, Elmer, but reckon if I'd a played me cards right, I could 'a' kissed 'er."

"Been drowning your sorrows, I suppose?"

"No, but I've been giving them a darn good swimming lesson."

Yale Record

Rass - Going around with women a lot keeps you young.

Barge - How come?

Rass - I started in going around with them four years ago when I was a freshman and I am still a freshman.

Uncle and niece stood watching the young people dance about them. "I'll bet you never had an experience like this back in the nineties, eh uncle?"

"Once," he replied, "but that was on my honeymoon."

Vanderbilt Masquerader

all those beers. Along with we wonder if the EE's have bered up from their celeb Foscue even danced with a and Poister has started his eyes on the town girls more - hope Guppie and I stay faithful. Hege's st the hospital has Gery crazy - no pecking. Goddard tainly did break training. * * * Prorway and Brandon broke of our earth is a molten mass of rock and flame.

Stude - Ain't that hell.

Vanderbilt

Sophomore (to frosh co-ed) - Did you matriculate at this college? Co-ed - Sir.

Sam'l - Where are you going, Zeke?

Zeke - Town.

Sam'l - What's the matter with that wheelbarrow?

Zeke - Broke.

Sam'l - Who broke it?

Zeke - Hired man.

Sam'l - Same hired man who got your daughter in trouble last year?

Zeke - Yup. Clumsy, ain't he?

"Do you like short skirts, Joe?"

"Naw, they get lipstick on me shoit when I dance wit them."

The thoughts of a rabbit on sex Are practically never complex.

A rabbit in need

Is a rabbit indeed:

And his actions are what one expects.

Harvard Lampoon

O - What was the explosion on Si's farm?

K - He fed his chickens some "lay-or-bust" feed and one of them was a rooster.

Buccaneer

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