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Memorandum M-2044

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Air Traffic Control Project
Servomechanisms Laboratory
Massachusetts Institute of Technology
Cambridge, Massachusetts

SUBJECT: BI-WEEKLY REPORT, MARCH 31, 1950

1.0 GENERAL

(W. G. Welchman)

Mr. Gabelman paid us a visit on Wednesday, March 22, to discuss the future of the project. It is virtually certain that our work will be officially redirected during the next few weeks and that in the future we shall be concerned with military problems. In anticipation of this change, work has already started on Summary Report 5, which will be due on April 25. This report will contain an account of our study of approach systems, a study that will be discontinued under the new arrangements.

(C. R. Wieser)

Attended a discussion at the Cambridge Field Station. Also attended a discussion of radar with R. C. Sanders and W. R. Mercer of Raytheon.

Reports on tracking while scanning are being studied.

(W. K. Linvill)

A study is being made to determine how closely position schedules can be kept by an aircraft flying on a straight-line path. A report is being written on this study.

(A. Orden)

Several aspects of azimuth progress control were reexamined and details filled in. An outline was made for the final thesis report, and preparation of the report has been started.

(D. R. Israel)

The first week of this period was spent in reading material concerned with jet aircraft operation. Of particular interest was the determination of reasonable aircraft speeds while cruising and

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1.0 GENERAL

(D. R. Israel) -- continued

descending and of possible rates of descents. This research reading was done in anticipation of further consideration of jet aircraft approach systems. An Inter-Office Memo was prepared and distributed, this memo concerned with rates of descent as dictated by cabin pressurization and passenger comfort. It appears that an aircraft rate of descent, when initially operating from 40,000 feet, should not be assumed greater than 2000 feet per minute.

The first three days of last week were spent at the meeting of the Association of Computing Machinery. Computer applications were among the chief topics at this meeting, held at New Brunswick, New Jersey.

Work continues at the present time on consideration of high altitude approach for jets. This system will utilize the flexibility of the U turn feature of the downwind leg.

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