

The Knowledge Bank at The Ohio State University

Ohio State Engineer

- Title:** Welcome
- Creators:** Hitchcock, Embury A. (Embury Asbury), 1866-1948
- Issue Date:** Oct-1927
- Publisher:** Ohio State University, College of Engineering
- Citation:** Ohio State Engineer, vol. 11, no. 1 (October, 1927), 5, 22.
- URI:** <http://hdl.handle.net/1811/34232>
- Appears in Collections:** [Ohio State Engineer: Volume 11, no. 1 \(October, 1927\)](#)

WELCOME

FROM YOUR DEAN

THOSE students who for the first time are entering the University and have selected the College of Engineering because they have a strong desire to enter the field it represents, are accepting as a matter of course those engineering and scientific developments which have revolutionized present day civilization. It will at first be difficult for them to realize that they are to play an important part in the continuation of this engineering progress. Those of us who have taken some small part and are familiar with what has been done, recognize very fully the important part which they must play and it is our expectation that as time goes on, responsibilities will be recognized and that those who now are being given a royal welcome to this University will guard carefully the excellent reputation which it has gained through the untiring efforts of its devoted engineering alumni.

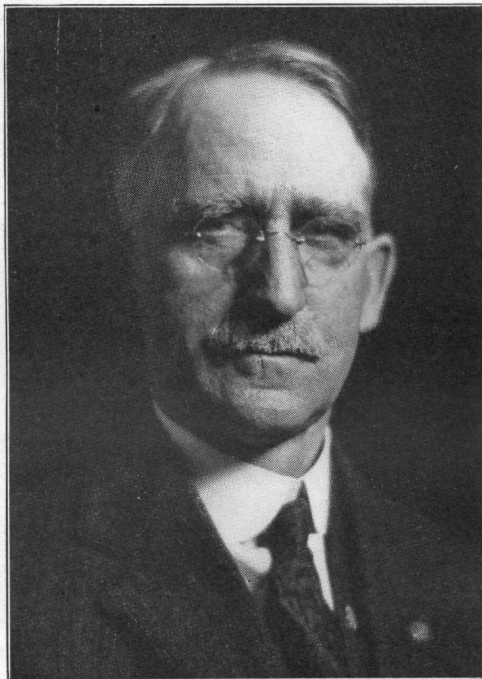
During the past summer three personal experiences so impressed me with recent advancements in engineering and the great possibilities of further developments in that field that I was compelled to remark that I was born about thirty years too soon. Although it must be recognized that enormous developments have taken place during the past twenty-five years due largely to those who have had the same educational advantage which our first year men are now entering upon, nevertheless it is believed that greater advancements will be made during the next generation.

Early in the evening of a day in August, I reported at Norton field—Columbus aviation field—in order to keep an engagement of several weeks' standing with Lieutenant McKee, who is in charge of the Army aviation unit stationed there. A "dual" operated army plane was immediately run out from the hangar, its motor tested by the Lieutenant, the helmet and goggles placed upon the head of the victim, a parachute strapped to his back and in a very few minutes he was viewing this educational plant of the State of Ohio from an elevation of about 4000 feet. The feeling was certainly one of security because the Lieutenant manipulated the "stick" and a strap held his passenger very tightly to the seat, which was an easy one and at the same time quite assuring on account of the parachute which served as a cushion. When over the center of the city, the magnificent American Insurance Union building

from this lofty height resembled a child's work with building blocks. While speeding along about 100 miles per hour the motor suddenly dropped to nearly zero — so I thought. Lieutenant McKee then leaned forward and called my attention to Buckeye Lake in the distance. I accepted his statement as true, but nevertheless at that instant I was more concerned in having the motor resume its normal speed; but in response to the pilot's controlling hand the very brief period of apparent suspension in mid air was most quickly eliminated. It was with a feeling of regret on my part that we soon landed, but the experience clinched stronger than ever my feeling as to the practical value of this method of transportation.

Since engineering has made possible transportation over land and sea by means of railways, automobiles and steamships, so now this same agency which is constantly calling technically educated men, is making transportation by air possible and practical.

The second experience occurred in the Great Smoky Mountains of the Allegheny range. Our objective was the summit of Mt. LeConte, next to the highest peak of the Alleghenies — elevation 6680 feet. The little party of six had very easy traveling to an elevation of 3300 feet through the use of the automobile. From this point it was only four miles to the summit, but to me, before that point was reached, it seemed like forty miles. The tramping over roots of



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trees, climbing over large boulders and jumping from rock to rock, the walking in black muck soaked with water and the trailing in beds of small streams certainly added variety to the adventure. To gain the additional 3380 feet required five hours and the clearing at the summit was indeed a very welcome sight. I felt just at that time that a stretcher located just at the entrance to the clearing would have been a most valuable piece of equipment.

As we sat about the crude timber table illuminated by lantern and camp fire, too tired to talk, but enjoying greatly our meager lunch which had been toted on our backs, we were suddenly electrified by the sound of voices followed by music coming from the caretaker's cabin a few feet away. Later as we sat in this cabin and listened to the program being presented in Pittsburg

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FROM YOUR DEAN

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(KDKA) I very vividly recalled a statement which had recently been made by a prominent aeroplane builder that the telegraph had made transportation by railway commercially possible, the telephone was absolutely necessary for commercial transportation by automobile and now this latest development by the scientist and engineer, the wireless, would make commercial aviation possible, another field of transportation in which many of you will take an active part.

My third impressive experience was when viewing another element in the field of transportation, namely the largest of all suspension bridges — a bridge connecting the cities of Philadelphia, Pa., and Camden, New Jersey. This structure with its total length of 1.8 miles, its clear span of 1750 feet at a height of 135 feet above water surface, its two supporting cables thirty inches in diameter, containing 37,322 wires, its towers rising to a height of 380 feet, and its massive granite anchorage brings home very forcibly to the engineer that for the human mind and trained hand there are very few visions which are impossible of accomplishment.

Those of you who are now entering the College of Engineering will be a very necessary factor in future engineering developments. You are, therefore, not only welcome to this institution with its many opportunities but you are to be congratulated upon being a member of a really very small company of young men who are able to avail themselves of these highest educational advantages, the value of which can not and should not be estimated in dollars and cents.
