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SRINIVAS GROUP
SAMAGRA GNANA
ESTD: 1988

AKSHIPTH

SRINIVAS INSTITUTE OF TECHNOLOGY

SRINIVAS AERO CLUB
Department of Aeronautical Engineering

DEPARTMENT OF AERONAUTICAL ENGINEERING

RAFALE 'IAF'

FROM H.O.D 's DESK :

With the current semester coming to an end it is heartening to note that the 4th volume and 1 issue of the department E–news letter "Akshipth" is bringing the memories of the series of events activities and the achievements of the department on time. The department has signed an MOU with Ziegler Aerospace and two more are in the pipeline. I am also happy that with the full support from the management and the Principal, the first ever "Centre of Excellence" was inaugurated in the campus, which is in line with the vision of the management. If properly utilized it could be highly beneficial to the students of SIT, Mangaluru in the coming days. Congratulations to Mr. Venkatesh Rajput, 7th semester, Aeronautical Engineering for representing the college and India for Asia World Model United Nations, Bali. During the semester department conducted many activities and events for the personality development of the students. Students demonstrated their social responsibility by involving themselves in many outreach programs along with the general public. With the semester end exams approaching , I request all the students to focus on studies and prioritize their works. Not to forget to be present 30 minutes early in the exam hall. In the coming days department is fully geared up for more!

- Dr. Ramakrishna N. Hegde, HOD

DEPARTMENT VISION:

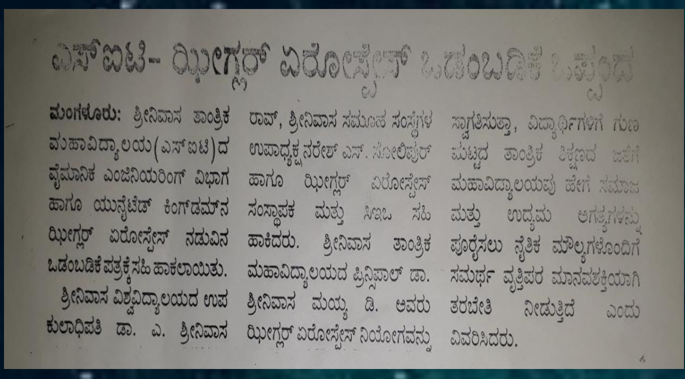
To become a global centre, by consistently improvising and disseminating the knowledge of Aeronautical Engineering to its stakeholders with a firm commitment on academic excellence, professionalism and societal expectation.

DEPARTMENT MISSION:

To impart state of the art knowledge and practical skill to the students by imbibing leadership qualities, team spirit, ethical values to be a successful Entrepreneur.

ZIEGLER MOU & CENTRE OF EXCELLENCE

On October. 24th, 2019, Department of Aeronautical Engineering, Srinivas Institute of Technology (SIT), Mangaluru, AND Ziegler Aerospace, United Kingdom, officially signed a Memorandum Of Understanding (MoU) by Dr. A Srinivas Rao (Pro chancellor of Srinivas university, Vice president of Srinivas Group of Institutions, Mangaluru) along with Mr. Naresh S Solipur (Founder & CEO of Ziegler Aerospace) chaired the MOU Signing Ceremony.

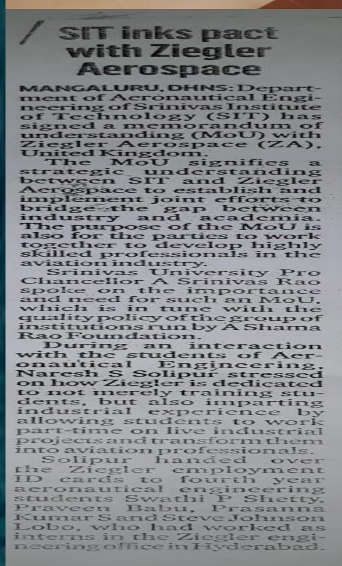


ಎಸ್‌ಐಟಿ- ಝೀಗ್ಲರ್ ಏರೋಸ್ಪೇಸ್ ಒಡಂಬಡಿಕೆ ಒಪ್ಪಂದ

ಮಂಗಳೂರು: ಶ್ರೀನಿವಾಸ ತಾಂತ್ರಿಕ ಮಹಾವಿದ್ಯಾಲಯ(ಎಸ್‌ಐಟಿ)ದ ವೈಮಾನಿಕ ಎಂಜಿನಿಯರಿಂಗ್ ವಿಭಾಗ ಹಾಗೂ ಯುನೈಟೆಡ್ ಕಿಂಗ್‌ಡಮ್‌ನ ಝೀಗ್ಲರ್ ಏರೋಸ್ಪೇಸ್ ನಡುವಿನ ಒಡಂಬಡಿಕೆ ಪತ್ರಕ್ಕೆ ಸಹಿ ಹಾಕಲಾಯಿತು.

ಶ್ರೀನಿವಾಸ ವಿಶ್ವವಿದ್ಯಾಲಯದ ಉಪ ಕುಲಾಧಿಪತಿ ಡಾ. ಎ. ಶ್ರೀನಿವಾಸ ರಾವ್, ಶ್ರೀನಿವಾಸ ಸಮೂಹ ಸಂಸ್ಥೆಗಳ ಉಪಾಧ್ಯಕ್ಷ ನರೇಶ್ ಎಸ್. ಸೋಲಿಪುರ್ ಹಾಗೂ ಝೀಗ್ಲರ್ ಏರೋಸ್ಪೇಸ್ ಸಂಸ್ಥಾಪಕ ಮತ್ತು ಸಿಇಒ ಸಹಿ ಹಾಕಿದರು. ಶ್ರೀನಿವಾಸ ತಾಂತ್ರಿಕ ಮಹಾವಿದ್ಯಾಲಯದ ಪ್ರಿನ್ಸಿಪಾಲ್ ಡಾ. ಶ್ರೀನಿವಾಸ ಮಯ್ಯ ಡಿ. ಅವರು ಝೀಗ್ಲರ್ ಏರೋಸ್ಪೇಸ್ ನಿಯೋಗವನ್ನು ಸ್ವಾಗತಿಸುತ್ತಾ, ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ಗುಣಮಟ್ಟದ ತಾಂತ್ರಿಕ ಶಿಕ್ಷಣದ ಜತೆಗೆ ಮಹಾವಿದ್ಯಾಲಯವು ಹೇಗೆ ಸಮಾಜ ಮತ್ತು ಉದ್ಯಮ ಅಗತ್ಯಗಳನ್ನು ಪೂರೈಸಲು ನೈತಿಕ ಮೌಲ್ಯಗಳೊಂದಿಗೆ ಸಮರ್ಥ ವೃತ್ತಿಪರ ಮಾನವಶಕ್ತಿಯಾಗಿ ತರಬೇತಿ ನೀಡುತ್ತಿದೆ ಎಂದು ವಿವರಿಸಿದರು.

- Published in Vijaya Karnataka, 3rd November, 2019



SIT inks pact with Ziegler Aerospace

MANGALURU, DHNS: Department of Aeronautical Engineering of Srinivas Institute of Technology (SIT) has signed a memorandum of understanding (MoU) with Ziegler Aerospace (ZA), United Kingdom.

The MoU signifies a strategic understanding between SIT and Ziegler Aerospace to establish and implement joint efforts to bridge the gap between industry and academia. The purpose of the MoU is also for the parties to work together to develop highly skilled professionals in the aviation industry.

Srinivas University Pro Chancellor A Srinivas Rao spoke on the importance and need for such an MoU, which is in tune with the quality policy of the group of institutions run by A Shama Rao Foundation.

During an interaction with the students of Aeronautical Engineering, Naresh S Solipur stressed on how Ziegler is dedicated to not merely training students, but also imparting industrial experience by allowing students to work part-time on live industrial projects and transform them into aviation professionals.

Solipur handed over the Ziegler employment ID cards to fourth year aeronautical engineering students Swathi P Shetty, Praveen Babu, Prasanna Kumar S and Steve Johnson Lobo, who had worked as interns in the Ziegler engineering office in Hyderabad.

- Published in Deccan Herald, 3rd November, 2019

INTERNATIONAL REPRESENTATIVE

Srinivas Institute of T... · 09 Sep

#Congratulations to Venkatesh Rajput of 7th Sem AE has been selected to represent INDIA for DISEC Council & European country ALBANIA for Asia World Model United Nations in Bali Indonesia. bit.ly/2kCRVFJ #sitmangalore #mangalore #Bangalore @MangaloreCity @HRDMinistry

sitmng Proud moment for SIT, Mangalore and AE department

#congratulations to Venkatesh Rajput of 7th Semester Aeronautical Engineering has been selected to represent INDIA for DISEC Council (Disarmament and International Security Committee) and also European country ALBANIA for Asia World Model United Nations in Bali Indonesia in November 2019 and also listed as one of the International "Agent of Change" and also with him featuring is the Srinivas Institute of Technology name among International Universities/colleges of the world.

NATIONAL STUDENTS SPACE CHALLENGE-2019, IIT KHARAGPUR

The National Students Space Challenge - 2019, an All India Level Competition was conducted by IIT, Kharagpur and Kalpana Chawla Space Cell, IIT Kharagpur in association with ISRO from 1st November 2019 to 3rd November 2019. **Dhanush DB**, 7th sem, Aeronautical Engineering was awarded with The **Best Student Ambassador** and Team of **Dhanush DB, Deepak M Kurubar, Santhosh S**, 7th sem, Aeronautical Engineering won **3rd prize in the Designer Event**.

ARTICLE

STRUCTURAL HEALTH MONITORING (SHM) SYSTEM IN AIRCRAFT

SHM is the ability to sense and diagnose potential threats to its structural integrity. It uses sensors that are permanently bonded or embedded in the structure. Composite materials which are highly susceptible to hidden internal flaws which may occur during manufacturing and processing of the material or while the structure is subjected to service loads, require a substantial amount of inspection and defect monitoring at regular intervals. With sensor signal processing power continuously increasing, a variety of approaches have been developed allowing integration of such sensing options onto or into structural components. Sensors are used to identify and even localize damage within the structure. Microcontroller is used to read the data obtained from the sensors.

This data is transmitted wirelessly through antenna to the receiver where again the data is read from the micro controller. Then the damages found are displayed on the screen.

In recent years, Fibre Optic Sensors (FOS) have proved to be potentially excellent technique for real time monitoring of these structures due to their numerous advantages, such as immunity to electromagnetic interference, small size, light weight, durability and high bandwidth, which allows a great number of sensors to operate in the same system, and possibility to be integrated within the material. However, more effort is still needed to bring the technology to fully mature readiness level.

Sangeetha N

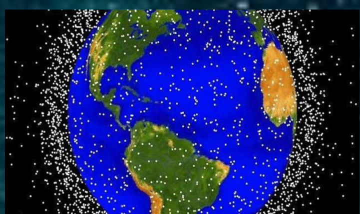
7th SEM AE

TRACKING OF SPACE DEBRIS

The Department of Defense maintains a highly accurate satellite catalog on objects in Earth orbit that are larger than a softball

NASA and the DoD cooperate and share responsibilities for characterizing the satellite (including orbital debris) environment. DoD's Space Surveillance Network tracks discrete objects as small as 2 inches (5 centimeters) in diameter in low Earth orbit and about 1 yard (1 meter) in geosynchronous orbit. Currently, about 15,000 officially cataloged objects are still in orbit. The total number of tracked objects exceeds 21,000. Using special ground-based sensors and inspections of returned satellite surfaces, NASA statistically determines the extent of the population for objects less than 4 inches (10 centimeters) in softball.

Collision risks are divided into three categories depending upon size of threat. For objects 4 inches (10 centimeters) and larger, conjunction assessments and collision avoidance maneuvers are effective in countering objects which can be tracked by the Space Surveillance Network. Objects smaller than this usually are too small to track and too large to shield against. Debris shields can be effective in withstanding impacts of particles smaller than half an inch (1cm)



Gowtham

5th SEM AE

ENDLESS RUNWAY...

Now a days many researches are going on in Aeronautical field Aeronautical engineers are not only concentrating on Mach number of the aircraft they are also started researches on runways in Airports.

According to the International Civil Aviation organisation Runway is a defined rectangular area on a land aerodrome prepared for the landing and take-off of the aircraft. apart from this some of the engineers or researchers focusing on circular type of runways called endless runway.

Fig. Endless runway.

An Endless Runway is an aircraft runway which loops around to form a shape such as a circle. The main advantages of endless runway are: Such an airport would take up only a third of the space of a conventional airport. Difficult manoeuvers in harsh weather conditions, such as crosswinds, will be unnecessary as pilots can land in whatever direction is most favourable. Aircraft can land and take off at any point in the circle. The risk of wake turbulence from following the paths of other aircraft could be avoided. Flight times could be reduced as aircraft could fly straight in and out of the airport. Aircraft would have to circle the airport less and use less fuel. The route between the terminal and the runway would be shorter, reducing taxi times. Reduction in noise pollution as aircraft could avoid flying over some residential areas.

And also it has disadvantages or some backlogs like, All pilots using the airport would need to be trained in new landing procedures, perhaps even having to have a new license with a circular rating. Although the optimal take-off position could be determined, it is not possible to know exactly when the aircraft will rotate. The signers propose that the runway can be used by more than one aircraft but, if winds are strong, there will only be one optimal Take-off position. Other concerns include building costs. It is not practical to rebuild an existing airport with a circular runway, so a new one would have to be built from scratch. Because of the longer and larger runway, construction of such an airport could be 110% - 160% higher than for a conventional airport. There is also a lack of flexibility in the inner infrastructure, as all the airport facilities must be located within the circle where only limited space is available. This infrastructure could also not be expanded if demand increases.

The report estimates that development of the endless runway concept could take another 20 years to come to fruition, by which time aircraft and ATC systems would be sufficiently matured to enable computers to control the landings to precisely line up with the runway.

The researchers have also performed simulations using a PC-based flight simulator and an air traffic control simulator to investigate how current operations and procedures would need to be changed and what new developments will be necessary. The next stage of development would be to fly drones on an off a curved track, after which flight tests could be conducted using larger aircraft. These would include tests on the standard behaviour of the aircraft on the endless runway during take-off and landing, different operational circumstances, different weather conditions and emergency procedures during each phase of flight.

Will the concept of an endless runway forever spin around in circles or will it rotate and spiral up to success?

Wait around and see ...

VEERENDRA D

5th SEM AE

SPACE JUNK

Also known as space debris, space waste, space trash, space litter or space garbage. Space debris is defined as all non-functional, human made objects, including fragments and elements there of, in earth orbit or re-entering into earth atmosphere.

Human made space debris dominates over the natural meteoroid environment, except around millimeter sizes. The sources of space junk are inactive satellites, the upper stages of launch vehicles discarded bits left over from separation and even frozen clouds of water and tiny flecks of paint all remain in orbit high above earths atmosphere. When one piece coloids with another, even more debris is released.

more than 5,00,000 pieces of debris or space junk are tracked as they orbit the earth. They travel at speeds up-to 17,500mph fast enough for a relatively small piece of orbital debris to damage a satellite or a space craft, On a average a total of between 200 to 400 tracked objects enter earths atmosphere every year according to NESDIS [National Environmental Satellite, Data and Information Service].

According to NASA an average of one cataloged piece of debris has fallen back to earth each day for the past 50 years. Despite their size, there has been no significant property damage from the debris. Debris left in orbits below 370 miles(600Km) normally fall back to earth within several years.

SPACE JUNK REMOVAL

The first experiment designed to demonstrate active space-debris removal in orbit has just reached the international space station abroad Space X Dragon Capsule. The Removal Debris experiment, designed by a team led by the University of Surrey in UK as a part of a 15.2 Million Euro. European Union (EU) funded project is about the size of a washing machine and weighs 100Kg.

It carries 3 types of technologies for space debris capture and active deorbiting. The team decided to carry up their own pieces of space junk due to legal issues that don't allow the manipulation of space object that belong to someone else, even if the objects are no longer functional.

Once the spacecraft reaches a safe distance from the space station it will eject the two cube sats. After that the chaser spacecraft will develop the net aiming to capture the cube sats.

The space junk harpoon, built by Airbus Defense and Space in the UK will be later fired into a fixed target that will be extended from the main satellite on a boom .After it completes the harpoon, net and lidar experiments, the removal of debris spacecraft will deploy the drag sail that will speed up its deorbiting process. These technologies are under testing and if they work, then these technologies could be used on further mission.

Muskan

5th SEM AE

CHANDRAYAAN 2

Mission Chandrayaan-2 is the second lunar exploration mission developed by the Indian Space Research Organisation (ISRO), after Chandrayaan-1. It consisted of a lunar orbiter, the *Vikram* lander, and the *Pragyan* lunar rover, all of which were developed in India. The main scientific objective is to map and study the variations in lunar surface composition, as well as the location and abundance of lunar water.

The spacecraft was launched on its mission to the Moon from the second launch pad at the Satish Dhawan Space Centre on 22 July 2019 at 2.43 PM IST (09:13 UTC) by a Geosynchronous Satellite Launch Vehicle Mark III (GSLV Mk III). The craft reached the Moon's orbit on 20 August 2019 and began orbital positioning manoeuvres for the landing of the *Vikram* lander. *Vikram* and the rover were scheduled to land on the near side of the Moon, in the south polar region at a latitude of about 70° south on 6 September 2019 and conduct scientific experiments for one lunar day, which approximates two Earth weeks.

However, the lander deviated from its intended trajectory starting at 2.1 kilometres (1.3 mi) altitude, and had lost communication when touchdown confirmation was expected. Initial reports suggesting a crash were confirmed by ISRO chairman K. Sivan, stating that "it must have been a hard landing". The Failure Analysis Committee concluded that the crash was caused by a software glitch that operated only one of its five main engines during the final landing phase.

ISRO may re-attempt a soft landing by November 2020 with Chandrayaan-3. The proposed configuration would include a detachable propulsion module, a lander and a rover.

The mission was launched on a Geosynchronous Satellite Launch Vehicle Mark III (GSLV Mk III) with an approximate lift-off mass of 3,850 kg (8,490 lb.) from Satish Dhawan Space Centre on Sriharikota Island. As of June 2019, the mission has an allocated cost of ₹ 9.78 billion (approximately US$141 million) which includes ₹ 6 billion for space segment and ₹ 3.75 billion as launch costs on GSLV Mk III. Chandrayaan-2 stack was initially put in an Earth parking orbit of 170 km perigee and 40,400 km apogee by the launch vehicle.

In November 2019, ISRO officials stated that a new lunar lander mission is being studied for launch in November 2020; this new proposal is called Chandrayaan-3 and it would be a re-attempt to demonstrate the landing capabilities needed for the Lunar Polar Exploration Mission proposed in partnership with Japan for 2024. If funded, this re-attempt would not include launching an orbiter. The proposed configuration would have a detachable propulsion module, a lander and a rover. According to VSSC director, S. Somanath, there will be more follow up missions in the Chandrayaan program.

MAKADIA JEET

7th SEM AE

PROFESSOR'S COLUMN

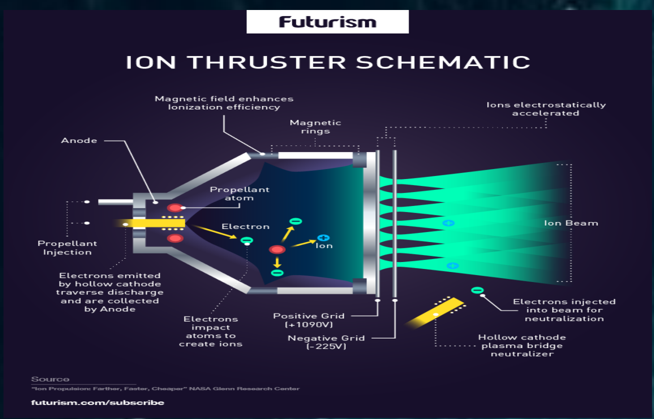
ION PROPULSION ROBOTS

Ion propulsion engines are currently powering satellites outside our solar system, but so far, the technology's applications have been limited here on Earth. These engines work by propelling electrons into a gas-filled chamber; when the electrons collide with gas atoms, the collision bumps an electron off the atom, rendering its charge positive (and making it into an ion). A grid at the end of the chamber with a negative charge then pulls the atom out of the thruster with a force that propels the craft forward.

That tiny atom-sized force, however, can't compare to the power of battery or fuel powered engines, so ion thrusters have never been practical for any applications on Earth. Their uses are limited in larger scale applications save space travel, where efficiency is king and the surrounding vacuum provides no resistance.

Now, however, this futuristic source of power might run Earthbound miniature robots created for a wide range of uses.

University of California, Berkeley engineering student Daniel Drew grew up immersed in science fiction as a child, a background that inspired him to study miniature robots as an adult. Drew imagined miniature robots like insects that could take on a range of practical problems, and wanted to create them. The problem was finding a way to power these tiny robots without making them bigger. Enter the ion thruster.



After designing ion thrusters on a tiny scale, Drew began to integrate them into the designs of his miniature robots. He called the final product "ionocraft": robots that are approximately one-half of one inch square — small enough to fit on the face of a penny — and fly linked to a tether.

TINY ROBOT TIMELINE

Drew's tiny robots might someday be used to monitor air quality, search for disaster survivors in confined spaces, and even pollinate plants in place of real-life insects during local extinction events. However, the technology will need some more time for development. Right now, the ionocraft is much like a quad copter and can't be steered, although the team can control its altitude. Thanks to its ion propulsion power and absence of moving parts, the ionocraft moves silently, "like a UFO." Drew and his team are now working to make their ionocraft robots more power and faster, and to make them steerable. Ultimately, he imagines humans psychologically interacting with swarms of tiny robots, teaming up with them in VR simulations. Drew aims to make the ionocraft efficient enough to carry tiny on-board batteries and stay aloft for ten minutes at a stretch.

Drew's team is not the only group hoping to harness the power of tiny robots. Scientists at Japan's Hokkaido University have developed a miniature robot created from organic compounds that move when exposed to blue light. These miniature robots might one day be used to deliver medicine inside the body to targeted areas. NASA has also been working on a lightweight bot called the Pop-Up Flat Folding Explorer Robot (PUFFER). This tiny robot is able to climb steep slopes and adapt its shape to fit through tight spots.

Mr. Avinash H.S

Assistant Professor

Department of Aeronautical Engineering

POEM

Everything I
feel so natural
Of the glamorous
beauty of Earth,
which makes our
lives so special.
The life of us, the
children of one's
are all special
one's made for
none's.

The way we
consider Earth,
the way it
shatters....
Everything had
a focus to
generate........
but never
regenerate.
The day we
opposed 9.8km/s, is
The day we
came more close to
extinction.
The resources
created for equality,
Utilized to destroy
humanity.
The feelings of
e ee gs o
attraction,
Utilized for
Monetization....
Everything, whole
thing, we
study, we
research, is the
end product of a
process.
NO Creatures
born to discover
the origin of
this UNIVERSE.
HAVE
HUMANITY WITH
DIGNITY, but
Never ROYALTY
WITH CRUELTY

NITHESH BIRADAR
3RD SEM AE

POEM

॥ಅಮ್ಮ ನಿನ್ನ ಕಣ್ಣಿನ ಕಣ್ಮಣಿಯು ನಾನು॥
ಇದಕ್ಕಿಂತ ಮಿಗಿಲಾಗಿ ನನಗೆ ಬೇಕೆ ಬೇಕೇನು.

॥ ನನ್ನೆದೆಯ ಗುಡಿಯಲ್ಲಿರೋ ದೇವಿಯು ನೀನು॥
ಆ ದೇವಿಯ ಪೂಜಿಸುವ ಪೂಜಾರಿ ನಾನು.

॥ ಬೇಡುವೆನು ದೇವರಲ್ಲಿ ಒಂದು ವರವನ್ನು ನಾನು॥
ಕರುಣಿಸಲಿ ನಿನ್ನನ್ನು ತಾಯಿಯಾಗಿ ಪ್ರತಿ ಜನುಮ ಬೇಡಬೇಕೇನು.

॥ ತಿಳಿಸಿಕೊಟ್ಟೆ ನೀ ನನಗೆ ಪ್ರೀತಿ ಎಂದರೇನು॥
ನೀ ನೀಡುವ ಆ ಪ್ರೀತಿಯ ವರ್ಣಿಸಲಾರೆ ನಾನು.

॥ ಸಾಲದೇ ಒಂದು ಜನ್ಮ ಪ್ರೀತಿಸಲು ನಿನ್ನ ನಾನು॥
ಬೇಡುವೆನು ದೇವರಲಿ ಇನ್ನೊಂದು ಜನುಮವನು.

॥ ನನ್ನ ಬದುಕಿನಲ್ಲಿರುವ ದಾರಿ ದೀಪವು ನೀನು॥
ಬಿಡಲಾರೆ ಯಾರಿಗು ಆ ಬೆಳಕ ಆರಿಸಲು ನಾನು.

॥ ಪೂಜಿಸುವುದೇತಕೆ ಆ ದೇವರನ್ನು ನಾನು॥
ಏದಾ ನನ್ನ ಕಾಪಾಡುವ ದೇವರ ಸ್ವರೂಪವೇ ನೀನು.

॥ ಸಮುದ್ರದಾಳದಲ್ಲಿ ಪ್ರೀತಿಯಂತಿರುವ ಮುತ್ತು ನೀನು॥
ಆ ಮುತ್ತನ್ನು ಹೊರತರುವ ಸಾಹಸಿ ನಾನಾಗಲೇನು.

॥ ನೀನು ಜೊತೆಗಿರದ ಆ ದಿನವನ್ನು ಕಲ್ಪಿಸಲಾರೆ ನಾನು॥
ಕೋರುವುದೊಂದೆ ನಿನ್ನಲ್ಲಿ ಹೋಗಬೇಡ ಬಿಟ್ಟು ನನ್ನ ಒಬ್ಬನ್ನು ನೀನು.

॥ ಕೇಳಲಾರೆ ಇದಕ್ಕಿಂತ ಮಿಗಿಲಾಗಿ ಬೇರೆನಾನೇನು॥
ಯುಗಗಳಾದರು ಮರೆಯಲಾರೆ ನಿನ್ನ ಪ್ರೀತಿಯನು ನಾನು

Dinanth
3RD SEM AE

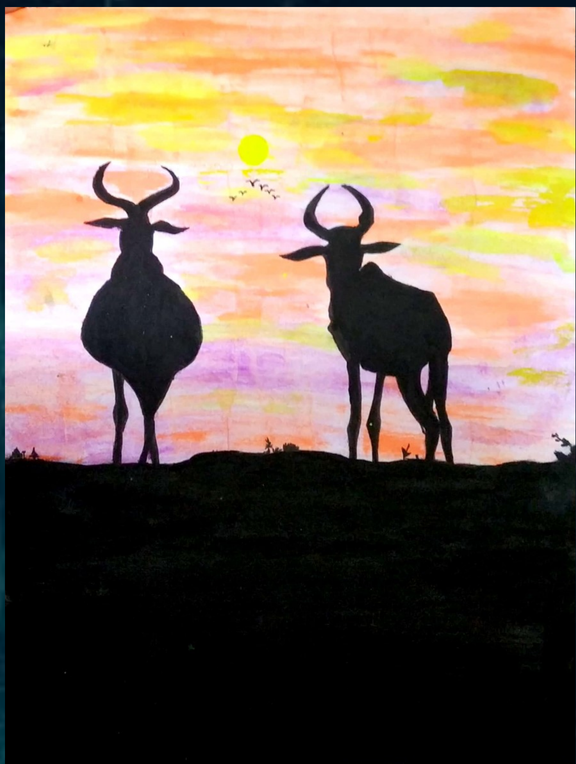
DRAWING & ART

SOURABH NIDWANAYA

5th SEM AE

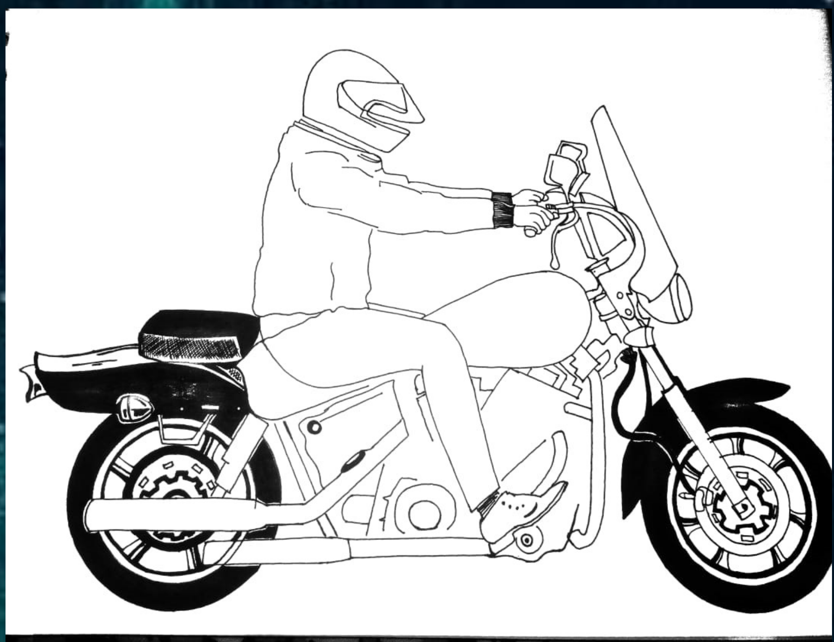
Nikhil OY

7th SEM AE



Jyothsna

5th SEM AE



RITA

8th SEM AE

EVENTS

TEACHERS DAY



Teachers day was celebrated in honour of Dr. SARVAPALLI RADHAKRISH-NAN on 5th of September.

ENGINEERS DAY



AMARA organized engineers day celebration on 16th September on memory of Sir M. VISVESVARAYA

INAUGURAL FUNCTION

AMARA Inaugural function followed by technical talk by chief guest Mr. Santosh Shetty on 18th September.

FRESHER'S DAY

Fresher's day was celebrated on 24th September.

TECHNICAL TALK

Technical talk on "INDIAN AERONAUTICS AND AEROSPACE PROJECTS AND VISION 2020" by resource person Mr. JAYAPRAKASH RAO from DRDO.

SWACHH BHARAT

Department of Aeronautics participated in SWACHH BHARAT program conducted by Ramakrishna mission.

A^2 QUIZ

Amara conducted A^2 Quiz on Behalf of Students Day celebration

3D PRINTING WORKSHOP

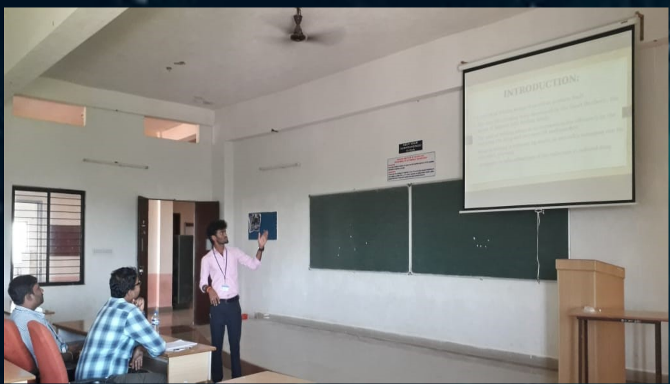
AIRETARDS in Association with Srinivas Aero Club conducted a Workshop on 3D Printing on 12th October.

SPACE QUIZ AND MATH ORIGAMI

Quiz Competition was conducted by Students of aeronautical Engineering in Association with IIT Kharagpur and ISRO.

ALTIUS (2K19)

Various events were conducted by AMARA in association with Srinivas Aero club and AIRETARDS on the occasion of ALTIUS.



IPR REPORT

Department of Aeronautical, in association with IPR (Intellectual Property Rights) Cell organized a hands on "Prior Art Search for Patenting" on 29th August 2019 for all final year students. The resource person for this event was Mr. Deepak Raj, Associate Professor of Aeronautical Engineering and Member of IPR cell. He explained about the Indian Patent Organizations, Google Patents, European Patents and how one can search about the information about getting the patents and search for patent owners. The above things are explained with hands-on experience.

INDUSTRIAL VISIT

2nd year Aeronautical Engineering students visited Agni Aero Sports Aviation Academy, Bangalore.

3rd year Aeronautical Engineering students visited Jet Aerospace Aviation Research Centre, Kerala.

PLACEMENT

INFOSYS

MAKADIA JEET

BHARTI V AGASIBAGIL

JAGDEESH B K

4SN16AE014

Kudos....!!

JET AEROSPACE

DEEPAK M K

4SN16AE010

MEGHA H K

[24]7.AI

M K PUNIT

4SN16AE019

DEX TECHNOLOGY

SHIPRA S SHETTY

4SN15AE037

MEGHA H K

4SN16AE022

INTERNSHIP

NAME	COMPANY NAME
ABHILASH A P	Air India Engineering Services Ltd, Hyderabad
AJAY KUMAR J RAO	Air India Engineering Services Ltd, Hyderabad
ANJANEYA	Air India Engineering Services Ltd, Hyderabad
CHAITHRA P	Air India Engineering Services Ltd, Hyderabad
GOKUL R	Air India Engineering Services Ltd, Hyderabad
JAGADEESH B K	Air India Engineering Services Ltd, Hyderabad
MAKADIA JEET SHAILESHBHAI	Air India Engineering Services Ltd, Hyderabad
MOHAMMED HIFAAZ	Air India Engineering Services Ltd, Hyderabad
NIKHIL O Y	Air India Engineering Services Ltd, Hyderabad
PRAKRUTHI M	Air India Engineering Services Ltd, Hyderabad
RAVI ASHOK PASHCHAPUR	Air India Engineering Services Ltd, Hyderabad
ROHITH M	Air India Engineering Services Ltd, Hyderabad
SACHIN P D	Air India Engineering Services Ltd, Hyderabad
SHEKH SHAFA NOORAHMED	Air India Engineering Services Ltd, Hyderabad
SUMAN PUJAR	Air India Engineering Services Ltd, Hyderabad
TUSHAR SUBHASH DHULASAWANT	Air India Engineering Services Ltd, Hyderabad
YAKSHITH GOPAL G	Air India Engineering Services Ltd, Hyderabad
RAHUL V	Air India Engineering Services Ltd, Hyderabad
VENKATESH ANILSINGH RAJPUT	AEQUS AEROSPACE, BELAGAVI
SAATVIK M	NAL, Bengaluru
PRASANNA KUMAR S	Ziegler Aerospace, Hyderbad
PRAVEENA B	Ziegler Aerospace, Hyderbad
SANGEETHA N	Ziegler Aerospace, Hyderbad
STEVE JOHNSON LOBO	Ziegler Aerospace, Hyderbad
SWATHI P SHETTY	Ziegler Aerospace, Hyderbad
SHIPRA S SHETTY	Ziegler Aerospace, Hyderbad

NAME	COMPANY NAME
ABHISHEK	BEML Ltd, Mysuru
ABHISHEK N D	BEML Ltd, Mysuru
RAJESH M S	BEML Ltd, Mysuru
THILAKRAJ	BEML Ltd, Mysuru
VYSHNAV MOHAN	BEML Ltd, Mysuru
YAJNANARAYANA AITHAL K	BEML Ltd, Mysuru
BHOOMIKA M R	Helicopter - MRO Division(HAL), Bengaluru
HARSHITHA R	Helicopter - MRO Division(HAL), Bengaluru
JEEVAN SHETTY S	Helicopter - MRO Division(HAL), Bengaluru
PRINCY ROSELIN A	Helicopter - MRO Division(HAL), Bengaluru
SACHIN S M	Helicopter - MRO Division(HAL), Bengaluru
SUNIL KUMAR M N	Helicopter - MRO Division(HAL), Bengaluru
RITA ANGILINA A	Helicopter - MRO Division(HAL), Bengaluru
KAVYA G ACHARYA	Foundry & Forge Division(HAL), Bengaluru
GAGAN A	Foundry & Forge Division(HAL), Bengaluru
AMOGH K RENUKAMATH	KGTTI, Bengaluru
KUSHAL KUMAR REDDY J	KGTTI, Bengaluru
MALLIKARJUN HOTHPET	KGTTI, Bengaluru
SANTHOSH S	KGTTI, Bengaluru
VISHWANATHARADDI P RADDER	KGTTI, Bengaluru
BHARATI V AGASIBAGIL	Master Control Facility - ISRO, Hassan
DHANUSH D B	Master Control Facility - ISRO, Hassan
KANAKASHREEGANDHI V M	Master Control Facility - ISRO, Hassan
SUBRAHMANYA K S	Master Control Facility - ISRO, Hassan
DEEPAK M KURUBAR	Jet Aerospace Aviation Research Center, Palakkad
M K PUNIT	Jet Aerospace Aviation Research Center, Palakkad
MEGHA H K	Jet Aerospace Aviation Research Center, Palakkad
ROYSON MARVIN GOVEAS	Terrazzo Dubai Co. L. L. C, UAE

#AEROTWEETS

All India Radio News · 27 Sep

.@NASA releases the pictures of landing area of #Chandrayaan2 lander Vikram. It was dusk when the landing area was imaged by NASA's Lunar Reconnaissance Orbiter LRO and thus large shadows covered much of the terrain; says that #VikramLander might be hiding in a shadow.

4 · 135 · 578

ISRO @isro · 11 Oct

#ISRO

Mars Orbiter Mission has completed five years in its orbit on September 24, 2019. In view of this, the fourth year data (September 24, 2017 to September 23, 2018) of MOM are made available at ISSDC website to registered users.

For Details visit bit.ly/33lTsko

318 · 3,017 · 21.2K

The Boeing Compa... · 21 Sep

Since 1948, Boeing employees have donated $1B+ to local charities through the Employees Community Fund. Today, with the help of a special ECF branded #Dreamliner, we say THANK YOU! #BoeingInspires

Learn more: bit.ly/309Ps9o

4 · 63 · 321

Boeing Space @Boeing... · 2d

The first @Space_Station crew lifted off 19 years ago today. The mission started a collaborative research effort to decipher medical mysteries, increase our understanding of Earth and prove tech for deep space. Our #SpaceStation20 year of celebration is just getting started.

2 · 49 · 287

NASA @NASA · 13h

This week:

🚀 Launching 8,200 pounds of cargo to the @Space_Station

⚫ Installing the thrust behind our #Artemis mission to explore the Moon

🔥 Observing the #KincadeFire in California from our @NASAEarth satellites

For these stories and more, watch: go.nasa.gov/339gdYZ

ISRO @isro · 04 Oct

#ISRO

Have a look at the images taken by #Chandrayaan2's Orbiter High Resolution Camera (OHRC).

For more images please visit bit.ly/31JJnxm

950 · 5,525 · 36.5K

NASA @NASA · 07 Sep

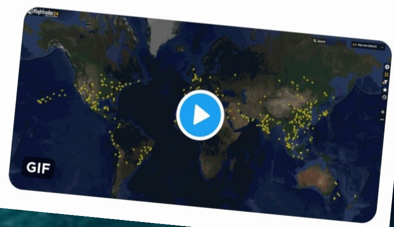
Space is hard. We commend @ISRO's attempt to land their #Chandrayaan2 mission on the Moon's South Pole. You have inspired us with your journey and look forward to future opportunities to explore our solar system together.

> **ISRO** @isro · 07 Sep
>
> #Chandrayaan2 mission was a highly complex mission, which represented a significant technological leap compared to the previous missions of #ISR...

4,180 · 60.1K · 198K

Airbus @Airbus · 10 Oct

Fuel efficiency in motion! As we're proudly celebrating 🎉 the delivery of the 1️⃣,0️⃣0️⃣0️⃣th #A320neo Family aircraft to @IndiGo6E, check out where all these aircraft are currently flying thanks to @flightradar24.



OFFICE BEARER

PRESIDENT	VII AE	JAGADEESH B K
ORGANIZING SECRE-TARY	VII AE	MOHAMMED HIFAAZ
JOINT SECRETARY	V AE	MUSKAN
JOINT TREASURER	VII AE	SUMAN PUJAR
SAC PRESIDENT	VII AE	MAKADIA JEET SHAILESHBHAI
OFFICE BEARERS	V AE	M SHERLYN SUPRIYA REDDY
	V AE	GANESHA H J
	III AE	SHWETA IRAGAR
	III AE	RAKSHITHA B N
	III AE	DEVEGOUDA

EDITORIAL

YAKSHITH GOPAL G	VII AE
TUSHAR S DHULASAWANT	VII AE
CHAITHRA P	VII AE
MEGHA H K	VII AE
SANDHYA SJ	V AE
RASHMI K.N	V AE
GOWTHAM SHETTY	V AE
VEERENDRA	V AE
KIRAN	III AE
SUHANA KHANUN	III AE
SURAJ K	III AE
GOWTHAMI G	III AE

UPCOMING EVENTS

- ENVISION 2020
- WORKSHOP ON PILOT RADIO COMMUNICATION & ATC
- WORKSHOP ON DESIGNING & ANALYSIS
- PROJECT EXPO 2020

UPCOMING EVENT IN INDIA

- "INDIA'S PREMIER AEROSPACE AND DEFENCE COMPONENTS MANUFACTURING EXHIBITION" 18 - 20 DEC 2019
- 3RD AEROSPACE & DEFENCE MRO SOUTH ASIA 2020 SUMMIT 06.02.2020
- INTERNATIONAL CONFERENCE ON AEROSPACE ENGINEERING, FLYING VEHICLES AND AERODYNAMICS ICAEFLVA ON FEBRUARY 2020 IN MUMBAI, INDIA
- AERO MART SUMMIT INDIA JUNE 2020
- NEELAKANTA CONVENTION CENTER INDIA 2020
- AUTO DESK (AU INDIA 2019)