

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 21, Vol. 5

Langley Field, Va., May 24, 1946

Page 1

BOTH HOUSES OKAY 14 PERCENT RAISE

RECALL LANGLEY MODEL FLIGHTS FIFTY YEARS AGO

Fifty years ago last week marked the anniversary of Samuel Pierpont Langley's first successful model flight. On that particular day, half a dozen men stood on the Potomac River near Quantico, Va., fussing with a kite-like conglomeration of cloth, wire, tubing and wood suspended on a track 20 feet above the water.

Running true to form, aerodrome model No. 6, sped down the rail, steam hissing from its tiny boiler, two wooden propellers spinning madly, and plopped in the water.

After spending three years crammed full with similar disappointments, Samuel Pierpont Langley, secretary of the Smithsonian Institution and the man for whom this Laboratory was named, might well have stomped off in disgust had there been a place to stomp off to, but he would only have got as wet as model No. 6, because he and his companions were on a houseboat.

Instead, Langley, 62, and with a full white beard, simply told his assistants to ready model No. 5. No. 6 had carried high hopes and had got the first call, but its wing was broken in the launching.

It was 3:05 p.m. when No. 5 slid down the launcher into a gentle breeze. It dipped slightly, then assumed a climbing attitude and flew nose high in two great circles before the steam engine exhausted its fuel. The plane started into a third turn as it nosed downward and landed gently in the water.

The flight had lasted 90 seconds and covered about 3,300 feet at something over 20 miles an hour.

This single, spectacular performance by model No. 5 - now on display at the Smithsonian - is credited with having proved the practicability of mechanical flight. From that day to this, models have been of vital importance, not only in the development of new aircraft but in teaching a vast group of young men the fundamentals of flight and design.

As a hobby, model flight has developed into a business of more than \$35,000,000 annually, with 50 manufacturers, 55 jobbers and 3,000 dealers.

(Continued on page 4)

FIRST CIVIL SERVICE EXAMS HELD AT LAB

The first Civil Service exams for permanent status were given here at the Laboratory Saturday, May 18, to clerks, typists and stenographers. The exams were given by Mr. Witham and Mr. Donoghue from the Fourth Regional Civil Service Office in Winston-Salem, N. C., to 52 stenographers and 91 typists. Laboratory representatives served as monitors. No word has been received as to when other exams will be given.

LANGLEY FILLING STATION CLOSED TO ALL CIVILIANS

Civilians are no longer entitled to make use of the Post Exchange Filling Station on Langley Field, it was learned this week from post officials.

War Department rulings originally forbade the sale of gasoline and other supplies to all save military personnel, but during the war emergency, when it was hard to buy gas anywhere, Langley Field officials requested a waiver on the ruling to make things easier for the thousands of civilians employed on the airbase. This was allowed for the war period but the continuance of the waiver has now been denied.

PAULSON MAKES BOWLING NEWS

Jack Paulson, Free Flight's wedding usher and breaker of windows par excellence, crashed into the headlines again last week with the unexpected. This time Jackson was bowling.

Along with his Laboratory teammates, who comprise the Lively's Restaurant entry in the Community Bowling League, Jackson was calmly rolling away on the Mayflower Alleys in the metropolis of North Phoebus.

His first game was an impressive 244. The second fell off slightly to a barely respectable (for Paulson) 201. However, the third climbed to 264, giving him a set of 709 which ranks second in the league for the season. Vince Fertitta of the loop leading Allen team posted a 719 earlier in the season.

Bill Taub, Air Scoop Photographer, is another of the Lab's top pin men. Bowling for the Allen team, Bill cracked a 273 game this year which is second high.

JULY 1 WILL BE EFFECTIVE DATE

Both houses of Congress came through as expected last Friday to approve the report of the joint conference on the Federal Employees Pay Bill and to send the bill on to the President for his signature.

Under the provisions of the bill, which is to be effective July 1, 1946, all classified employees receive an overall pay raise of 14 percent with a minimum raise of \$250 except where the raise is more than 25 percent, in which cases a flat 25 percent raise will be in effect.

In addition, the bill holds to the \$10,000 ceiling on civil service salaries, and allows for double pay on holidays.

A complete pay schedule, showing comparisons among the new rates, existing rates, and former rates is shown on page three.

LITTLE THEATRE TO MEET, ELECT TONITE

The Hampton Little Theatre will hold its final activity of the year tonight at its annual meeting, set for the Symes-Eaton Community Center at 8 o'clock.

Main business of the meeting will be the election of three new board members to replace Mrs. John B. Parkinson, Mrs. Charles A. Hilcher, and J. S. Darling, whose terms expire. Members will be elected for three year terms.

The meeting is open to the entire membership.

THREE EMPLOYEES IN "ANGEL STREET"

The Newport News Little Theater will present the Victorian thriller, "Angel Street," Tuesday night, May 28, at 8:15 p.m. at the Newport News High School.

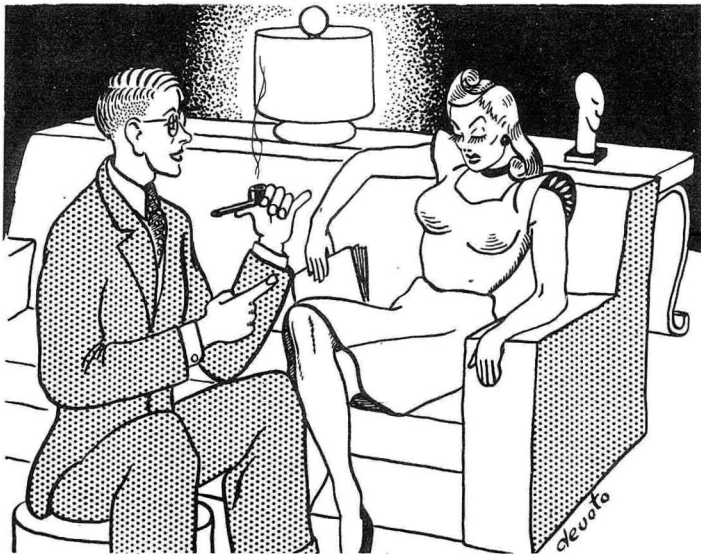
Three Laboratory employees are in the cast, which is directed by William Cullen. Tiny Hutton plays the role of Inspector Rough of Scotland Yard; Marjorie Patterson portrays Nancy, the maid; and Phyllis Parker takes the part of Elizabeth, the housekeeper. Other members of the cast are Dorothy Alfrey as Mrs. Manningham and Edgerton Evans as Mr. Manningham.

Marry Not An Engineer

(From The Cornell Engineer)

Verily, I say unto you, marry not an engineer.
 For an engineer is a strange being, and is possessed of many evils.
 Yea, he speaketh eternally in parables, which he calleth formulae.
 And he wieldeth a big stick which he calleth a slide rule.
 And he hath only one Bible, a handbook.
 He thinketh only of stresses and strains, and without end of thermodynamics.
 He showeth always a serious aspect and seemeth not to know how to smile,
 And he picketh his seat in a car by the springs therein and not by the damsels.
 Neither does he know a waterfall except by its horsepower, nor a sunset
 Except that he must turn on the lights, nor a damsel except by her live weight.
 Always he carrieth his books with him, and he entertaineth his sweetheart with
 steam tables.

Verily, though his damsel expecteth chocolates when he calleth,
 She openeth the package to disclose samples of iron ore.
 Yea, he holdeth her hand but to measure the friction thereof.
 And he kisseth her only to test the viscosity of her lips,
 For in his eyes there shineth a faraway look that is neither
 Love nor longing -- rather a vain attempt to recall a formula.
 There is but one key to his heart and that a Tau Beta Pi key;
 When his damsel writeth of love and signeth with crosses, he
 Taketh these symbols, not for kisses, but rather
 For unknown quantities.
 As a boy he pulleth a girl's hair to test its elasticity,
 But as a man he discovereth different devices;
 For he counteth the vibrations of her heart-strings and
 He seeketh ever to pursue his scientific investigations.
 Even his own heart flutterings he counteth as a vision of beauty,
 And enscribeth his passion as a formula,
 And his marriage is as a simultaneous equation involving two
 Unknowns and yielding diverse results.
 Verily, I say unto you, marry not an engineer.



"....now, when we consider Busemanns' solution relative to the functions of elliptics and the juxtaposition of the isobars within the limits of the Mach cone.... or...."

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What's My Name?



One of my names is Leroy but woe be unto him who calls me by it. I'm an Ioway boy, born on a farm, and the oldest of a family of four kids. The fact that they're all married except me grieves my mother greatly, since I'm the oldest, but it worries me very little, I keep telling myself.

Early in life I wanted to be an aviator - the Lindbergh influence I guess - and was even building models when I was nine. Somehow my mind was changed slightly, and after surviving case of the mumps when I was 18, I entered Iowa State College in pursuit of an engineering degree. College was a problem for me as my finances had to put two of us through. My roommate managed on what he won from me playing golf. I still think I can play.

I also took CPT and still hold my license. Now I'm one-sixth owner of a 40-horse Cub.

I came to work at the Lab on June 13, 1942, and graduated from school post mortem or something two days later. They assigned me to the group that was always changing names. It was Power Plants Installation then; it's Induction Aerodynamics now. Two and one-half years later I transferred to Low Turbulence and am still there.

Among my chief accomplishments here have been staying single for nearly four years (?) and pitching the first no-hit softball game in the league. Last year I was chairman of the league.

DALE BURROWS

30 MEMBERS BELONG TO LAB BRIDGE CLUB

Membership in the LMAL Bridge Club has grown to 30, it was announced by President Carl Rossman, who extended an invitation to all Laboratory personnel to join the group.

The club meets every Tuesday at the Symes-Eaton Community Center and holds a duplicate tournament once a month. Initiation fee into the club is one dollar which includes the first month's dues.

PAY BILL TABLE

Old rate in effect prior to July 1945	Present rate under Public Law 106 effective July 1 1945	Proposed rate, 14 per-cent above present rate	Proposed increase over			
			Old rate		Present rate	
			Amount	Percent	Amount	Percent
\$720	\$864.00	\$1,080.00	\$360.00	50.0	\$216.00	25.0
\$780	936.00	1,170.00	390.00	50.0	234.00	25.0
\$840	1,008.00	1,258.00	418.00	49.8	250.00	24.8
\$900	1,080.00	1,330.00	430.00	47.8	250.00	23.1
\$960	1,152.00	1,402.00	442.00	46.0	250.00	21.7
\$1,200	1,440.00	1,690.00	490.00	40.8	250.00	17.4
\$1,260	1,506.00	1,756.00	496.00	39.4	250.00	16.6
\$1,320	1,572.00	1,822.00	502.00	38.0	250.00	15.9
\$1,380	1,638.00	1,888.00	508.00	36.8	250.00	15.3
\$1,440	1,704.00	1,954.00	514.00	35.7	250.00	14.7
\$1,500	1,770.00	2,020.00	520.00	34.7	250.00	14.1
\$1,560	1,836.00	2,086.00	530.00	34.2	257.00	14.0
\$1,620	1,902.00	2,152.00	540.00	33.8	266.28	14.0
\$1,680	1,968.00	2,218.00	550.00	33.5	275.52	14.0
\$1,740	2,034.00	2,284.00	560.00	33.3	284.76	14.0
\$1,800	2,100.00	2,350.00	570.00	33.0	294.00	14.0
\$1,860	2,166.00	2,416.00	580.00	32.8	303.24	14.0
\$1,920	2,232.00	2,482.00	590.00	32.5	312.48	14.0
\$1,980	2,298.00	2,548.00	600.00	32.3	321.72	14.0
\$2,000	2,320.00	2,644.00	644.00	32.2	324.80	14.0
\$2,040	2,364.00	2,694.00	654.00	32.1	330.96	14.0
\$2,100	2,430.00	2,770.00	670.00	31.9	340.20	14.0
\$2,160	2,496.00	2,845.44	685.44	31.7	349.44	14.0
\$2,200	2,540.00	2,895.60	695.60	31.6	355.60	14.0
\$2,220	2,562.00	2,920.68	700.68	31.6	358.68	14.0
\$2,300	2,650.00	3,021.00	721.00	31.3	371.00	14.0
\$2,400	2,760.00	3,146.40	746.40	31.1	386.40	14.0
\$2,500	2,870.00	3,271.80	771.80	30.9	401.80	14.0
\$2,600	2,980.00	3,397.20	797.20	30.7	417.20	14.0
\$2,700	3,090.00	3,522.60	822.60	30.5	432.60	14.0
\$2,800	3,200.00	3,648.00	848.00	30.3	448.00	14.0
\$2,900	3,310.00	3,773.40	873.40	30.1	463.40	14.0
\$3,000	3,420.00	3,898.80	898.80	30.0	478.80	14.0
\$3,100	3,530.00	4,024.20	924.20	29.8	494.20	14.0
\$3,200	3,640.00	4,149.60	949.60	29.7	509.60	14.0
\$3,300	3,750.00	4,275.00	975.00	29.5	525.00	14.0
\$3,400	3,860.00	4,400.40	1,000.40	29.4	540.40	14.0
\$3,500	3,970.00	4,525.80	1,025.80	29.3	555.80	14.0
\$3,600	4,080.00	4,651.20	1,051.20	29.2	571.20	14.0
\$3,700	4,190.00	4,776.60	1,076.60	29.1	586.60	14.0
\$3,800	4,300.00	4,902.00	1,102.00	29.0	602.00	14.0
\$3,900	4,410.00	5,027.40	1,127.40	28.9	617.40	14.0
\$4,000	4,520.00	5,152.80	1,152.80	28.8	632.80	14.0
\$4,100	4,630.00	5,278.20	1,178.20	28.7	648.20	14.0
\$4,200	4,740.00	5,403.60	1,203.60	28.7	663.60	14.0
\$4,400	4,960.00	5,654.40	1,254.40	28.5	694.40	14.0
\$4,600	5,180.00	5,905.20	1,305.20	28.4	725.20	14.0
\$4,800	5,390.00	6,144.60	1,344.60	28.0	754.60	14.0
\$5,000	5,600.00	6,384.00	1,384.00	27.7	784.00	14.0
\$5,200	5,810.00	6,623.40	1,423.40	27.4	813.40	14.0
\$5,400	6,020.00	6,862.80	1,462.80	27.1	842.80	14.0
\$5,600	6,230.00	7,102.20	1,502.20	26.8	872.20	14.0
\$5,800	6,440.00	7,341.60	1,541.60	26.6	901.60	14.0
\$6,000	6,650.00	7,581.00	1,581.00	26.4	931.00	14.0
\$6,200	6,860.00	7,820.40	1,620.40	26.1	960.40	14.0
\$6,400	7,070.00	8,059.80	1,659.80	25.9	989.80	14.0
\$6,500	7,175.00	8,179.50	1,679.50	25.8	1,004.50	14.0
\$6,750	7,437.50	8,478.75	1,728.75	25.6	1,041.25	14.0
\$7,000	7,700.00	8,778.00	1,778.00	25.4	1,078.00	14.0
\$7,250	7,962.50	9,077.25	1,827.25	25.2	1,114.75	14.0
\$7,500	8,225.00	9,376.50	1,876.50	25.0	1,151.50	14.0
\$8,000	8,750.00	9,975.00	1,975.00	24.7	1,225.00	14.0
\$8,250	9,012.50	10,000.00	1,750.00	21.2	987.50	11.0
\$8,500	9,275.00	10,000.00	1,500.00	17.6	725.00	7.8
\$8,750	9,537.50	10,000.00	1,250.00	14.3	462.50	4.8
\$9,000	9,800.00	10,000.00	1,000.00	11.1	200.00	2.0

FULL SCALE TRIMS 19-FOOT TEAM 6-2

Full Scale continued their dazzling pace set in the first game to take the measure of last year's champs from 19-Foot 6-2 behind the 2-hit pitching of Roy Lange. Lange was also the batting star of the afternoon getting three for three, one of them a double. Pat Cenoro did the mound duty for the losers. The win moved Full Scale into a first place tie with the idle AFR team.

Structures hit the comeback trail after an opening loss to 8'HST, playing tight ball behind the 1-hit pitching of Andy Anderson, dropping IRD 4-3. Losing pitcher Eickmeier got the only hit, a double.

Hits were scarce all week for 19-Foot, as Paul Harper let them down with four in the game which they won from Loads 5-2. All the scoring was done in two innings, Loads in the first, 19-Foot in the second.

Loads stopped a 7 X 10 last inning rally one run short to take that game 9-8. Harper and John Lowery were the opposing moundmen. 7 X 10 dropped another, to PRT 6-5. Bqb Jaquis opposed Lowery.

The other games of the week, PRT-Dynamic Tunnels, AWT-Low Turb, and 8-Foot-16-Foot, were rained out.

STANDINGS

Team	W	L	Games Behind
AFR	2	0	--
Full Scale	2	0	--
8'HST	1	0	1/2
16' Tunnel	1	0	1/2
Low Turb	1	0	1/2
19'PT	2	1	1/2
Loads	2	1	1/2
Structures	1	1	1
PRT	1	1	1
AWT	0	1	1 1/2
Dynamic Tunnels	0	1	1 1/2
7 X 10	1	3	2
IRD	0	2	2
West Shops	0	3	2 1/2

MODEL MEET TO BE HELD IN ALEXANDRIA JUNE 9

The National Capitol Model Airplane Meet will be held Sunday, June 9, rain or shine, at Hybla Valley Airport, Alexandria, Virginia. The meet will consist of Free-flight gas models classes A, B, and C, and control line speed models classes B and C. Thirty prizes, including trophies will be awarded in each event. Registration fee will be fifty cents and entries should be sent to William Prigge, Washington National Airport, Washington, D. C.

WANTED: Three room furnished apartment in South Hampton area before July 15. E. Katz, Auxiliary Flight.

WANTED: One or two young men to share apartment in Armstrong Gardens. Bunny Klawans, Flight Research.

LANGLEY

(Continued from page 1)

Central organization for model airplane enthusiasts in the U. S., is the Academy of Model Aeronautics (AMA) affiliated with the National Aeronautics association and the Federation Aeronautique Internationale. AMA establishes contest rules, certifies shows, spreads the doctrine of safety.

AMA officials estimate that 3,000,000 Americans fly model aircraft. The academy has 400 active chapters with 10,000 paid-up members and is holding 22,000 licenses for members who entered the service. The average age of members when the war began was 18, and 70 per cent donned uniforms.

This year will witness about 1,000 model contests, most of them AMA-approved, in which prizes conservatively estimated at \$250,000 will be awarded. There are many prizes outside the contests, too, with one manufacturer of model kits offering \$1,000 for the best finished example of a solid or non-flying model.

The big contest of the year will be the Victory Nationals at Chicago July 3 to 6, marking the resumption of the National meet after five years. There will be large meets at many other cities, among them Philadelphia, Boston, Washington, Louisville, Nashville, Detroit, and Macon, Georgia.

The modern power model uses gasoline engines machined to one 10,000th of an inch. It may be controlled by radio, by wire or presetting. It sometimes travels more than 100 miles an hour, may go more than 50 miles in a straight line. The cost may run from 50 cents to \$1,000.

Two manufacturers offer tiny jet engines.

The safety problem has long been a headache for sponsors of model aeronautics. In 1938 a set of safety rules was approved by the civil aeronautics administration. Prior to that there had been all kinds of scattered opposition, Massachusetts, for example, required a regular pilots license for the model plane operator.

The AMA has decided to let jet planes compete this year, but only if the model is tethered on a string of piano wire.

Model aircrafters can get liability insurance to cover damage their buzzing models might cause to persons or property, but they cannot get crash insurance for the tiny planes.

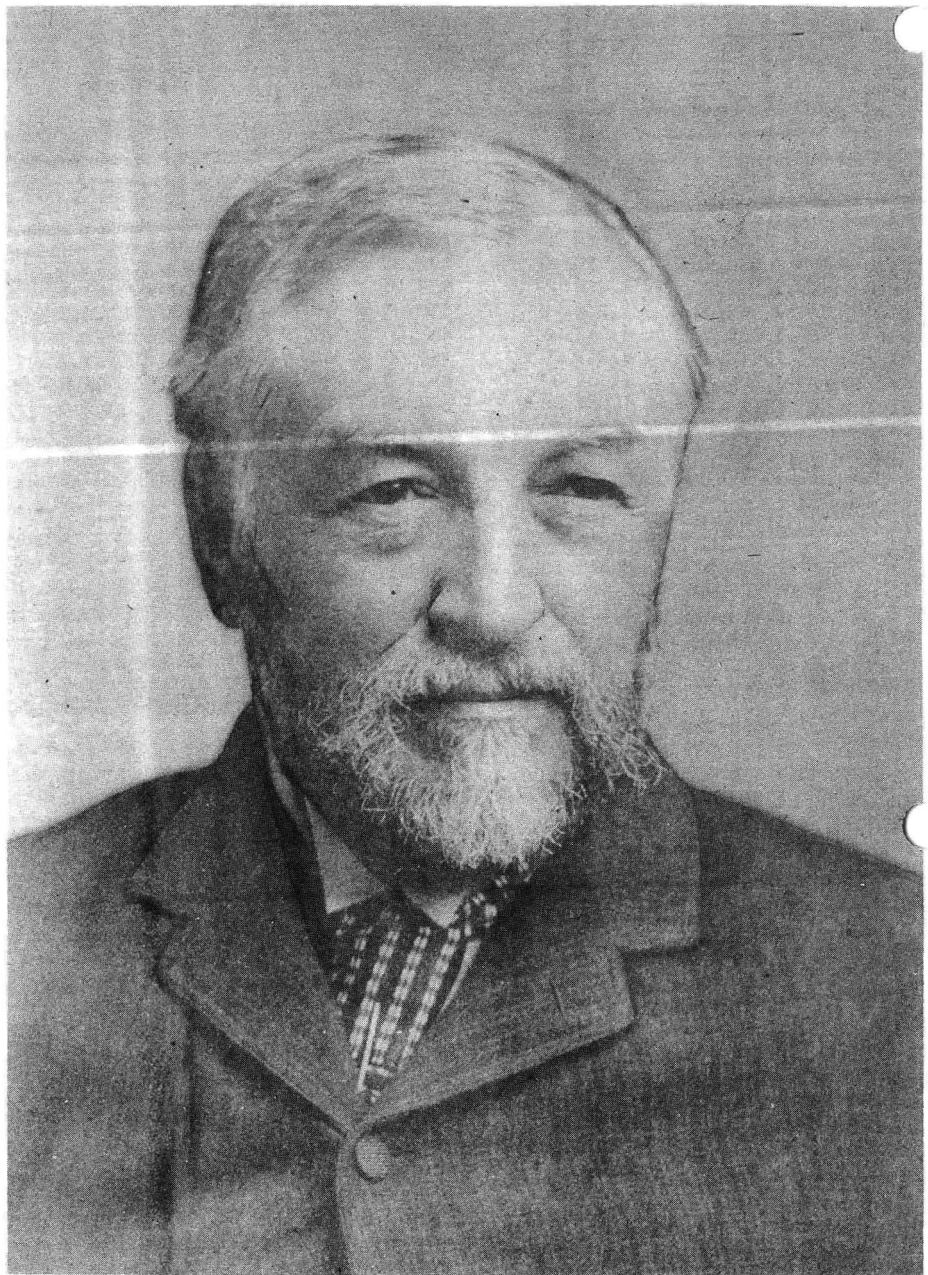
Model flying is an international affair. The blue ribbon contest among nations is the Wakefield event for rubber band-powered planes. Richard Kord of Cleveland won it last in 1939.

King Peter II of Yugoslavia has established a cup for international team competition, won last by the British.

In an effort to guide budding genius along sound paths, AMA rules cover the ratio of weight, horsepower, wing area and size of contest models.

A plane must weigh at least 80

AVIATION PIONEER



Samuel Pierpont Langley

ounces for each cubic inch of displacement in its engine (the size of engines runs from less than one-tenth cubic inch to 1½ cubic inches.)

To encourage original design, a special award is being offered for individuality in rubber-band models. The AMA hopes to offer special awards to other types.



FOUND: A men's hat and an umbrella. Left in the Stenographic Office last Saturday during the Civil Service exams. May be claimed by owners at the Air Scoop Office, Service Building.

FOUND: A man's gray hat, turned in to headquarters of the Fifteenth Annual Inspection on May 15. May be claimed by owner at the Air Scoop Office.

WANTED: Ride for two to Washington, Baltimore, or New York over Memorial Day weekend. Kenneth Margolis, Stability Analysis.

WANTED: Girl's 28-inch bicycle. Herb Klaw, Construction Engineering.

WANTED: Ride to Hagerstown, Maryland or vicinity on May 29. D. O. Fearnow, Loads Calibration.