

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 16, Vol. 4

Air Scoop, April 20, 1945

Page 1

GREEN COW BALL TONIGHT

A last-minute check through Green Cow's well-hidden ledger has revealed that several season tickets may still be procured from section representatives. Chairman John Houbolt announced today. Lucky purchasers, he stated, will be privileged to join regular Green Cow members in attending tonight's Diplomats' Ball at Hampton Armory at 8:45.

Plans for the big dance have progressed successfully, and advance reports point to an extremely colorful and impressive affair - with a dance set. Laboratory cows have responded to the call to appear as delegates from various countries, and a conservative estimate indicates that more than twenty nations will be represented. "Even the Yakatiak Indians have a reservation," said Committeeman Harry Shoaf.

Although the Ball falls on the date of Schickelgruber's birthday, the dance does not commemorate this event which, they stated, is being observed quietly in the Chancellor's Bavarian retreat. The 20 of April, Committeeman Pitkin informed the press, marks the date of the second vaccination of the fearless Baron Baldiox of Baldovia, who in 1485 led his countrymen to three consecutive Bingo victories at the carnival near Phoebuson-the-Oder. Had it not been for a dispute with Vasco de Gama regarding steorage rates, the Baron would undoubtedly have become the first Baldovian Ambassador to the United States.

"Division chiefs," said Committeeman Talmadge, "will be permitted to attend the Diplomats' Ball in everyday attire inasmuch as their standing as diplomats is recognized automatically." Other Green Cow members whose ambassadorial ribbons, silk breeches, etc. have not returned from the cleaners may also attend in plain clothes. These individuals will be admitted, according to Houbolt, but

Continued on page 3

BEN TRAVIS DIES ON WAY TO WORK



The Laboratory lost one of its most conscientious employees and best liked personalities with the sudden death of Benjamin Travis, 67, of the Electrical Shop, while he was on his way to work last Friday morning. Stricken at the wheel of his car, he was taken to Langley Field hospital where he passed away a few minutes later.

Ben Travis started to work in the Electrical Shop three years ago and his meticulous attention to his duties was an example to everyone. Seriously interested in doing his part, he was never late in all that time, his annual leave totalled 12 hours and his sick leave only 6 hours - these taken off for dental work only two days before his passing.

Everyone who knew him liked him and was sincerely grieved to hear of his death. His ready smile and ever-cheerful manner won the friendship of all with whom he came in contact.

His co-workers believe his fatal stroke was brought on by the shock of the death of President Roosevelt, whom he ardently admired.

He is survived by his son, Edward, popular local orchestra leader and news editor of WGH.

NO CELEBRATION OF V-E DAY PLANNED

V-E Day will be observed at the Laboratory by what governmental officials think is the most appropriate ceremony, a day of hard work and rededication of all to the winning of the war with Japan.

James F. Byrnes, former War Mobilization Director, recently reported to the late President, "No one can tell when V-E Day will come. But when we are advised by General Eisenhower that organized resistance of the German Army has ceased, I hope the American people will make that day a day of work and worship. I recommend that all Government agencies observe the spirit of this request."

With the end of the European war looming nearer and near as Allied armies overrun German soil, Laboratory officials announced that they expect every employee to be governed according to the request.

TENNIS TOURNAMENT TO BE HELD SUNDAY APRIL 29

The Tennis Club got together last Sunday and put the courts in shape for the tournament that will be held Sunday, April 29. All tennis fans are urged to come out and enter. The courts are located on Fox Hill Road near the Langley Field Road traffic circle. All persons interested are asked to contact Eob Swanson, Stability Tunnel, or Hewitt Phillips, Flight Research.

NOTICE!

Regardless of the change in pay dates, the cafeteria will continue to collect accounts on the 5th and 20th of each month. Please cooperate with us and settle all accounts in full by the 7th and 23rd of each month.

NACA Exchange

EDITORIAL

Concerning A Great Man's Death

Nothing could have done more to shock the democratic nations of the world than the untimely death of Franklin Delano Roosevelt. A man whose entire life had been devoted to a struggle with the forces that tend to down freedom, it was a heartfelt blow to all that he should expire in the midst of this mighty battle. But Franklin Roosevelt did not die without recompense, for he knew in his heart that the forces of right, which he helped direct, were not too far from their ultimate victory, and that through his efforts, his children and ours have a better chance of living in a peaceful world without needless struggle against disease and evil.

A mighty leader in time of depression and prosperity as well as war, he will never be forgotten by the run-of-the-mill Americans because he recognized our needs, realized our right to a better place in the world, spoke to us at our firesides from his fireside and called us, "My friends." No man could ask for a better compliment from a man who served him so well.

Of all the things that our late President told us, none is more worth while remembering than the following, spoken to Congress a few years ago:

"The state of this nation is good.
 The heart of this nation is strong.
 The spirit of this nation is high.
 The faith of this nation is eternal."

Tag Day

The Army has been doing a fine job recently in speeding traffic through the gate in the morning and afternoon, but in the rush of getting cars on and off the field, it is likely that they have let a few autos by without a Langley Field or NACA tag.

MP's have been checking the parking lots recently and noting all cars without proper tags. They have reserved special places for Laboratory employees and any car found in those places without an NACA license will be given the customary ticket.

It's for our own convenience and protection that Laboratory regulations require that all employees' cars coming on the base need an NACA tag and that the Laboratory and the Army have provided us with parking areas. If there are some employees who are driving on the base without tags, they are urged to contact the Personnel Services Office, telephone 2377, and make arrangements for obtaining them.

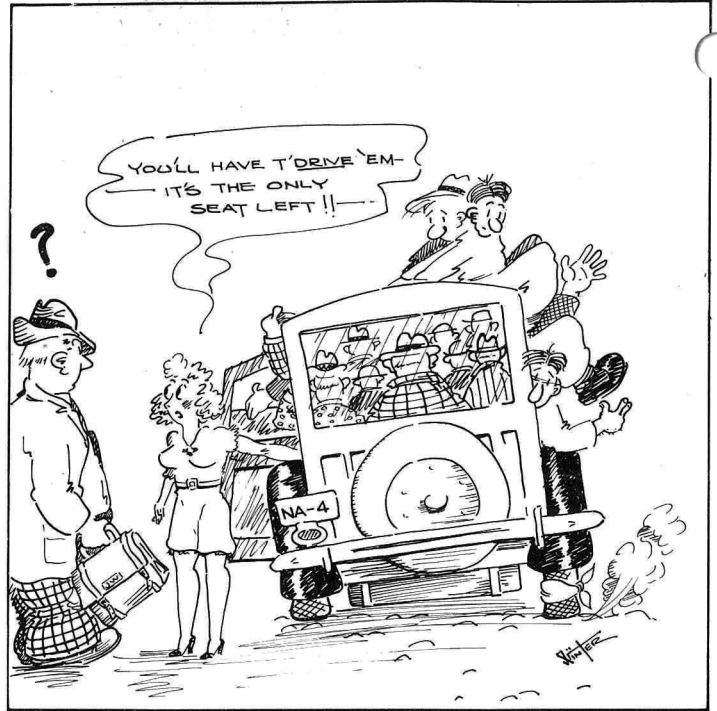
No government can long survive with half the people supporting it and the other half picking its pockets.

The Air Scoop, an official publication of the Langley Memorial Aeronautical Laboratory, National Advisory Committee for Aeronautics, Langley Field, Virginia, is published weekly in the interest of its employees. Matter appearing herein may be reprinted only with advance written permission. Address contributions to the Editor, Service Building, Telephone 2376.

- Editor Tiny Hutton
- Associate Editors Ruth Ange!
 Claire Burki
- Art Editor Dot Severance
- Photographer Donald Foster
- Vari-Typist Georgia Glenn
- Reporters Langley Employees

The Air Scoop is printed by the Mechanical Reproduction Staff and distributed by the Office Services Division Staff.

IS THIS TRIP REALLY NECESSARY



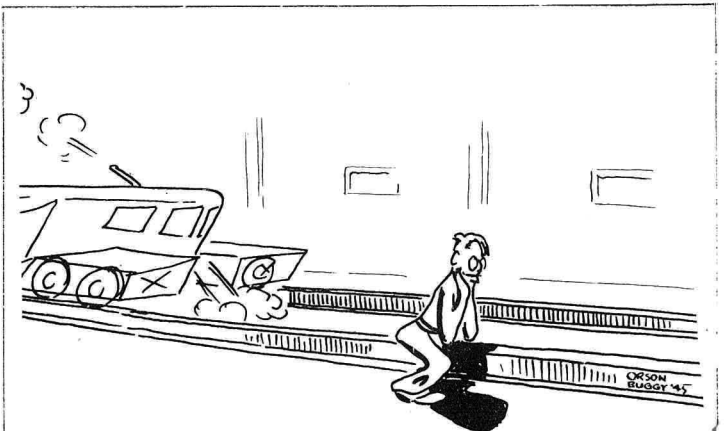
Life At The Laboratory

Benny Cocks, Full Scale Tunnel, went and got himself engaged. He and Toni Johnson of Hampton will take the final vows sometime in May.

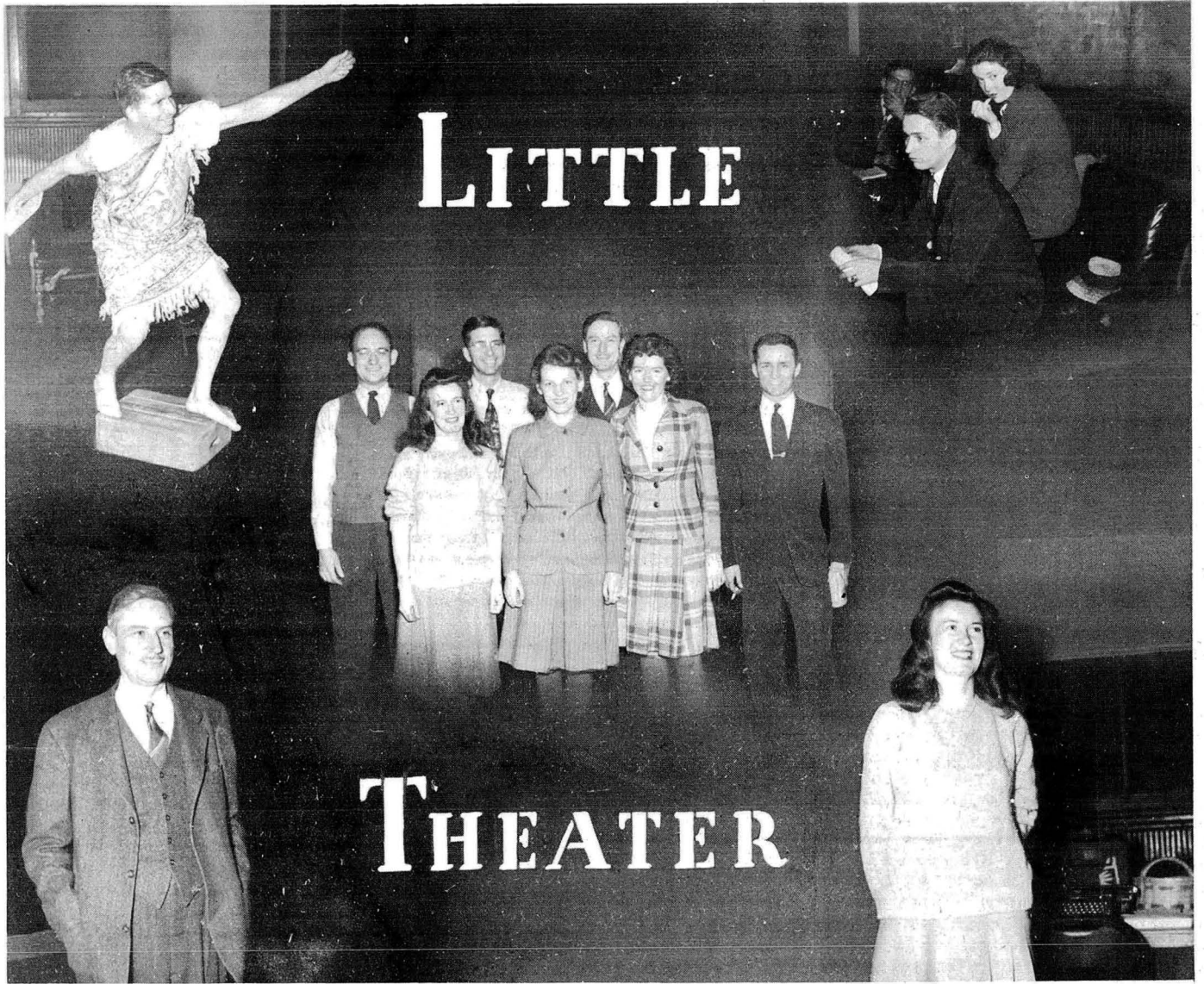
The birth rate is really picking up around the Laboratory. Bob Liddell, AWT, and Frances Liddell, formerly of Reproduction, are the proud parents of an 8½ pound son born Monday, April 16.

Another proud papa, who apparently is not suffering to badly from the new experience is E. C. Buckley, Chief of Instrument Research. Buckley is the father of a son born Saturday, April 7.

Beulah, formerly of the Dispensary and Joe Bosta, Fire Protection, announced the arrival of a daughter last Sunday.



I FEEL LIKE I'VE BEEN HIT BY A TRUCK.



Eight Laboratory employees will have leading roles in the Hampton Little Theater production, "You can't Take It With You", which will be presented at the Hampton high school April 27 and 28. In the upper left hand corner, John Dawson as Mr. De Pinna, poses as a discus thrower while Penny, played by Phyllis Parker, paints his picture. On the right, Melvin Butler's face shows the force of dramatic impact which held him spellbound as he watched rehearsal. Frances Leigh, Files, looks on. Shown in the center photo are Laboratory employees who have roles in the play, they are:

(front row) Nancy Wall as Alice, the love light; Phyllis Parker as Penny the scatterbrain mother of the family; Ann Cock as Gay Wellington a broken down actress; and Milvin Butler as a G-man; Bruce Amole, another G-man was absent when the photo was taken. Back row, Seymour Bogdonoff as Boris Kolenkhov a Russian ballet master; John Dawson as Mr. De Pinna; and Jack Parkinson as Grandpa Vanderhof. Shown at lower left is Jack Parkinson and at right Nancy Wall.

DANCE

(continued from page 1)

their position will not be enjoyable. They will be permitted to dance to the music of Hon. Edward Travis and his Ambassadors, but are requested not to attempt hob-nobbing too freely with the distinguished international guests.

FOUND: Spectacles in case with label of New York oculist, vicinity of 16th Tunnel. Call Roxie Johnson, Heating Office, 4578.

HANDBALL CLUB TO BE ORGANIZED

Plans are now under way to organize a handball club for NACA employees. The first meeting will be held Monday, April 23 at 8 p. m. at Syms-Eaton Community Center. At this time, officers will be elected and the policy clarified. All interested in playing are urged to attend.

WANTED: Ride for couple anywhere within 100 miles of Greenville, S. C. between April 23 and May 1. Will share driving and expenses. Charles Folk, West Machine Shop.

FOR SALE: Five tube Silvertone table model radio with white plastic cabinet. Mike Favia, Electrical Office.

FOR SALE: Man's balloon tire bicycle. Fair condition. C. V. Bennett, Free Flight Tunnel.

WANTED: Ride to Atlanta about May 10 for two people. L. T. Daughtridg, Spin Tunnel.

NEW TELEPHONE NUMBER
T. D. T. Section Head 2241.

WANTED: To exchange Underwood typewriter for radio. Contact Mrs. McSmith, Hampton 6661.

FIRST HAND REPORT OF BATTLE OF IWO JIMA

Lt. (jg) Percy R. Keffer, Jr., USCGR, is a former employee of the Laboratory. He is one of nearly a thousand of our fellow workers who are now actively engaged in fighting our enemies on the battlefronts. His father is Percy Keffer, Head of the Woodworking Shops and one of the Laboratory's oldest employees in point of service. Recently he and Mrs. Keffer received a letter from young Percy describing personal experiences in the bloody invasion of Iwo Jima. We appreciate the kindness of the Keffers' in allowing us to reprint the letter below.

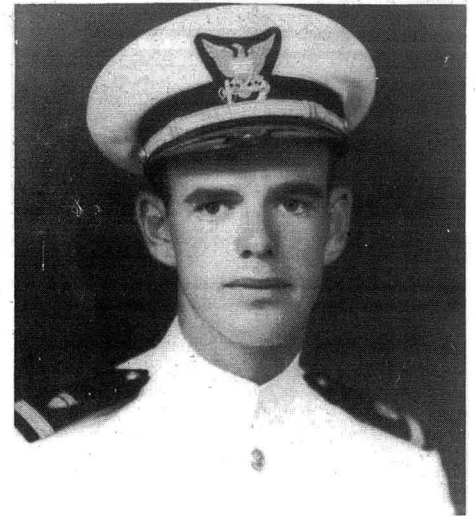
Dear Folks:

This letter will tell you the story which you have been waiting to hear. Censorship has now been lifted to the extent that we may describe personal experiences in the bloody invasion of Iwo Jima.

Yes, as you have already surmised the mighty "B" played a most active part in the assault on Iwo. The invasion of Iwo Jima did not equal the one of Normandy in magnitude, destruction, personal danger, nor on the whole quite as terrifying, but yet it was the most horrible and sickening experience of my life, not for what I suffered, but for what I witnessed. We had such close contact with the actual battle before and after the landings. The most vivid and accurate accounts of the invasion are given by Robert Sherrod (Time's correspondent) in the March 5th, 12th, and 19th issues of Time magazine. Sherrod was aboard our ship. He went in with the first assault waves and remained on the beach for several days. One night several days after D-Day, I drank out of the same bottle with him and Lt. Price (Maureen O'Hara, the movie actress' husband). Sherrod, Price, Kuhn, myself and someone else sat around and had a bull session over a bottle of "forbidden juice" for about three hours. Our nerves were on edge and we felt that a little nipping would help. Sherrod is quite an interesting and likeable person - and all the men admire him for his "real" descriptions.

Knowing you are interested in what I did - I will describe my small part. I was designated as a landing boat salvage officer and in charge on an LCPR and a sixteen man salvage party consisting of carpenters, motor machinists, electricians, radiomen, signalmen, welders, etc. The boat was equipped with all types of emergency salvage gear. It was my duty to go in with the assault waves and remain as close to the beach as possible in order to render aid and salvage landing boats should they be hit by gunfire or beached by the surf. Due to the restricted beaches it was very necessary to keep the beaches clear of disabled boats in order to land other boats. Shortly after H-hour there came an urgent demand for salvage boats due to the fact that many boats were breaking and being wrecked by the high surf on the beach, and many boats were being hit by Jap mortars. It turned out to be one of the toughest and nightmarish experiences of my

life - when we arrived at the beach it was to enter an area of hell with death and destruction on every side. The beach was littered with wreckage of landing boats, tanks, amtracs, bodies and equipment of every description. The surf was making it practically impossible to land LCVP's and the mortar shells falling like rain were creating havoc. Along with several other salvage boats, we tried to go in and clear the beach of boats that were beached but would float, but the heavy mortar fire kept driving us back from the beach. Practically all of the boats on the beach were unsalvageable, and in most cases the crews had been killed or wounded. We were finally forced to withdraw to an area between 500 to a 1000 yards off the beach where we milled around with hundreds of landing boats which were unable to land. Here we stayed, offering aid to what boats needed it - and in the meantime dodging shells since everytime boats would assemble together the Japs would shoot at them. Sometimes, often in fact, we would find ourselves between one of our own destroyers, cruisers, or battleships which were shelling the Japs - a bad spot to be in since the Jap's answering fire would fall short and land around us. In the afternoon a cold miserable driving rain began which lasted steadily for many days. We remained off the beach from Monday morning until Wednesday morning. Wednesday morning after forty-eight hours of no sleep (really seventy-two since we were up all night before D-day) - freezingly cold and wet to the skin, and having eaten nothing but K-rations we were a pretty sad lot. Despite our miserable condition, we were all thanking God that we were not in one of the foxholes on the beach. All my men were completely exhausted - too exhausted to carry on - so I returned to the ship for relief. Never will I forget the sickening, horrible sights of death and destruction we witnessed as we lay to a few yards off the beach. It was such a terribly helpless, hopeless and bitter feeling to see our Marines



Lieut. (jg) Percy R. Keffer, Jr.

(no words of praise could equal the job they did) being brutally slaughtered - there was no cover for them and they had to stay there and be blown to hell. The Japs literally had every foot of the beaches covered by their mortars which were cleverly and effectively hidden in caves and pill-boxes on Mt. Suribachi and other places. We were not bothered much by Jap air attacks, which we had expected would be bad, since our carrier force performed a wonderful job of protecting us - and too, the Japs were very busy hunting for our fleet which was attacking their homeland to divert the Japs from attacking our forces at Iwo. Several times a few Jap bombers broke through, but our ack-ack destroyed them in short order. We remained at Iwo much longer than we expected.

JAYCEES SPONSORS ART EXHIBITION

The Peninsula Junior Chamber of Commerce will present the first Peninsula Artists' Exhibition in Hampton and Newport during the latter part of May.

Works to be submitted may be either oils, water colors, or graphic arts (etchings, lithographs, woodcuts, and drawings). All paintings will have to be framed and all graphic works mounted on white cardboard.

The exhibition will be open to residents of the Peninsula, either permanent or temporary. Five war Bonds will be awarded for the best original work in various classifications. All work submitted will be acted upon by a jury in regard to quantity and quality for acceptance.

Inquiries and requests for entry blanks should be addressed to Box 953, Newport News, Va.

FOR SALE: Federal 120 photo enlarger. Price \$25. Joe Boyle, East Model Shop.

BOWLING TOURNEY TO BE APRIL 27

A duckpin handicap bowling tournament will be held next Friday night at the Wythe alleys starting at 6:30. Any team that has bowled as many as nine games in either NACA league is eligible to enter.

A flat fee of \$1.50 will be charged. This will cover the cost of the three games bowled as well as the entrance fee for prizes. The handicaps will be computed by the same system used during the league. Rules will be posted at the alleys.

The tourney is open to both men and women, and since it is a handicap match, everyone has an equal chance to win.

All team captains are asked to furnish a list of all his team members who wish to participate to Bud Zeck, Tank 1, so that the required number of alleys can be reserved.

LANKES' WOODCUTS TO BE SHOWN HERE

J. J. Lankes of Reproduction, who is also one of the outstanding woodcut artists of the country, will have an exhibit of a small group of his works in the hallway of the Administrative Building beginning next Monday.

Lankes' work is on permanent exhibit at the Virginia Institute of Fine Arts and his book, Virginia Woodcuts, is well known to connoisseurs of this fine art. His technique is renowned for authenticity and attention to fine details and next week's exhibit will be a real treat to Laboratory art lovers.

LOST: One 12 inch oscillating fan inventory number 19270, person using fan please notify whereabouts to Mr. Lewis, Apprentice Administration, Phone 2256. The person using this fan may continue using it.

WANTED: Combination radio and phonograph player. Mary Thorne Tyson, Illustrators.

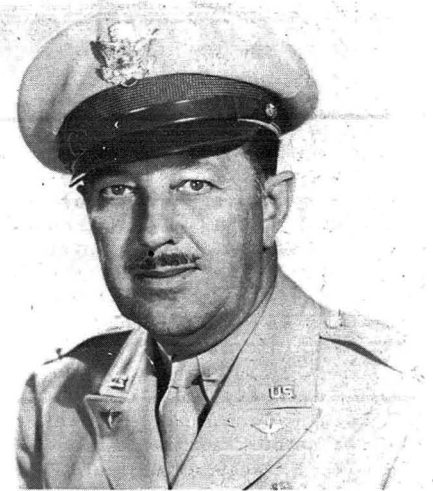
COL. NISSLEY NEW BASE COMMANDER

Col. John K. Nissley, a flying colonel whose Army record has been "Air Corps" since he enlisted as a flying cadet in the Aviation Section of the Signal Corps back in July, 1917, has assumed command of the AAF Training Command radar school, at Langley Field. He succeeded Col. Raymond R. Brown, who has been given another important assignment.

The new commanding officer, who holds ratings as command pilot, combat observer and aircraft observer, is no stranger to Langley Field, having served here as a Lieutenant from April of 1925 through September of 1928 in various squadron duties with the old 11th and 96th Bombardment Squadrons of the 2nd Bombardment Group.

Before returning to Langley Field for the second time, Col. Nissley was Commanding Officer of Luke Field, Arizona, from March 1943, through January, 1945. From January of this year until the present he was Commanding Officer of Headquarters 37th Flying Training Wing which was also located at Luke Field. In this capacity he had supervision over all advanced flying schools in the Western Flying Training Command. During the summer of 1944, while still commanding officer of Luke Field, he was placed on temporary duty as commanding officer of the Overseas Replacement Depot at Greensboro, North Carolina.

Col. Nissley boasts of a record of AAF service that dates back to the beginning of the air arm, and has watched the Air Force grow from a lowly beginning in 1917 to its present position as a major weapon of war. He saw his first military training at the University of Texas, where he attended the Air Forces ground school in 1917, before going overseas in September of that year for flying training in Italy and in France. He received his commission as a First Lieutenant in the Aviation Section of



Col. John K. Nissley,

the Signal Corps while on duty at Tours, France, in July of 1918.

It was in Italy that he flew and trained with some of the pioneers of modern aviation, including Mayor Fiorella H. La Guardia, then Captain and commanding officer of the Signal Corps flying unit. Following primary flying training at Foggia, Italy, he was sent to Tours and Issoudun in France for advanced training and was instructing at the Issoudun air station on Liberty DH4's when the Armistice was signed.

Col. Nissley remained in France until the Spring of 1919 and then returned to the United States, reverting to inactive status as a reserve officer until 1923 when he was commissioned in the regular Army and sent to Brooks Field, Texas, for a refresher course. He was graduated from Kelly Field, Tex., in 1925, and sent to Langley Field, Va., for a three-year tour of duty.

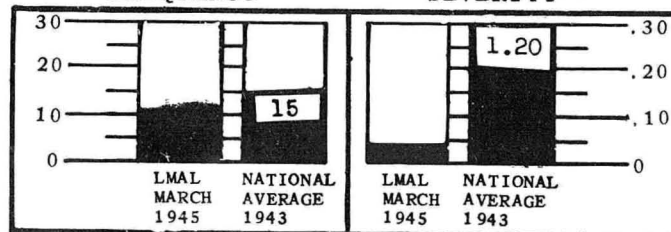
Col. Nissley is a native of Kansas. His wife and two daughters are at present in Arizona.

He was promoted to Captain in August, 1935; to Major in March, 1940; to Lt. Col. in November, 1941; and to Colonel on March 1, 1942.

SAFETY SCORE BOARD

FREQUENCY*

SEVERITY**



No. of Lost Time Accidents

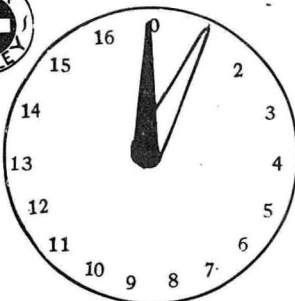
This Week Last Week

* Number of disabling injuries per 100000 man hours worked

** Number of days lost time per 1000 man hours worked

No. of Days Lost Due to Accidents

This Week Last Week



Meet the COMMITTEE

Probably no other single element affects military and commercial aviation as universally as the weather. Accurate prediction of weather conditions is absolutely essential to the successful flying of any aircraft, from the smallest trainer to the most super super-bomber. It is therefore proper that the National Advisory Committee for Aeronautics receive first-hand information on progress in the field of meteorology and it is indeed fortunate that it is able to get this information from an outstanding authority, the present chief of the U. S. Weather Bureau, Francis Wilton Reichelderfer.

Francis Reichelderfer was born in Indiana in 1895 and graduated from Northwestern University in 1917. From there he went to Blue Hill Observatory, Massachusetts for meteorological study and shortly afterwards, entered the U. S. Navy. He promptly learned to fly and has well over 5,000 logged hours to his credit.

In those early years, weather forecasting was developed more for the farmer than the aviator. Fliers, told that the sky over a certain area would be "fairly clear" would have to guess just that the hazy term meant, and take their chances on running into sudden gales and localized storms.

Reichelderfer, along with the rest of the fliers of the early twenties, no doubt had his troubles with these forecasts. As a result, he campaigned vigorously, in the press, by papers presented before scientific societies, and every other method at his disposal, for more accurate weather forecasting in order that aviation might progress. To this day, nothing exasperates him more than a vague prediction of an "overcast" sky or "somewhat cloudy conditions." Precise in every way, he insists upon knowing the height of the clouds, the wind velocity, visibility, and every other available detail, because he knows from his own experience that the safety of an airplane and its passengers may depend on such information.

When still a young ensign, Reichelderfer's knowledge of weather and aviation was so advanced that he was made aerologist in Lisbon for the first trans-Atlantic flight, that of the NC-4 in 1919. Promotion to lieutenant soon followed along with assignments to more and more responsible posts. During his long and distinguished Naval career Reichelderfer was aviator and aerologist for the Bureau of Aeronautics, executive officer of the Naval Air Station at Lakehurst, N. J., executive officer of the U. S. S. Utah and held other important posts. He advanced through the ranks and was a full Commander when he was made



Francis Reichelderfer

chief of the Weather Bureau in 1938.

In addition to being a top-notch airplane pilot, Reichelderfer was also very much interested in lighter-than-air craft. He was an entrant in the National Balloon Races in 1919, 1923, 1928, and 1930 and also entered the International Races in Brussels in 1923. He crossed the Atlantic in the ill-fated "Hindenberg" in 1936, and served as executive officer of the "Los Angeles."

In its beginnings the Weather Service was a branch of the Army and manned by the Signal Corps until it was transferred to the Department of Agriculture and its personnel recruited from the U. S. Civil Service Commission. The choice of a naval officer, and a deep-sea warrior at that, was therefore a precedent-shattering move. However, it proved to be most wise. In 1938, the country was engaged in building up national defense, and placing a Navy man in the Weather Bureau assured close cooperation with military aviation. Commercial airlines, too, found him to be an ideal choice because he is also a very air-minded and extremely capable executive and administrator.

Reichelderfer is recognized, both in this country and abroad, as an accomplished student of air mass lore and he has written many articles and textbooks on the subject. He is an authority on the famous Norwegian system, having studied under its originators in Bergen. He is a member of many scientific societies including the American Meteorological Society of which he is past-president, the Institute of the Aeronautical Sciences and the International Meteorological Organization.

Reichelderfer was appointed a member of the NACA in January 1939

NEW MOVIES TO BE SHOWN EACH WEEK

Laboratory movie fans will be interested in viewing a series of motion pictures to be shown every Thursday at five o'clock in the Administrative Building Projection Room. Admission is free and each show will run about one hour.

The films, which were obtained by the Training Division with the cooperation of the Army's Combat Intelligence Division, cover a vast variety of subjects which were selected by soldiers, both at home and overseas, as the ones they wanted most to see. They include coverage of sports, conditions on the home front, information on battle tactics and many other topics. Because the films arrive at the Laboratory only a short time before they are to be shown, it is not possible to announce the titles in advance. However, each program is varied enough to suit all tastes.

This Thursday's program will serve as a test showing to determine whether employees are sufficiently interested to warrant making these programs a permanent feature.

ALLIS-CHALMERS FILMS AVAILABLE

Allis-Chalmers Manufacturing Co. has made available, through its representative, several technical motion pictures which will be shown, upon request, to sections which would like to see them. The pictures are, "The Magic of Steam," a highly technical instruction film showing the theory and operation of the steam turbine; "We Work For Victory and We Plan For Peace," a descriptive film depicting Allis-Chalmers' work for the war effort; and "Tornado In A Box," 20-minute explanation of the gas turbine presented simply enough to be clear to the layman.

Arrangements for showing these pictures can be made by calling the Training Division, 2300.

LOST: One Charvos drawing instrument set, style serial #414. This set has the Apprentice Administration marking which is AA with a number behind it painted in white ink on the outside of the case. Call Apprentice Administration.

succeeding Dr. Gregg, his predecessor as chief of the Weather Bureau. He has been a member of the NACA Subcommittee on Meteorological Problems since its organization in 1928 and its Chairman since 1938. He has served also on the Committee on Operating Problems since its organization in 1942.