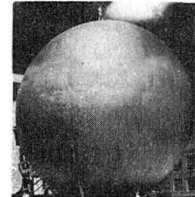
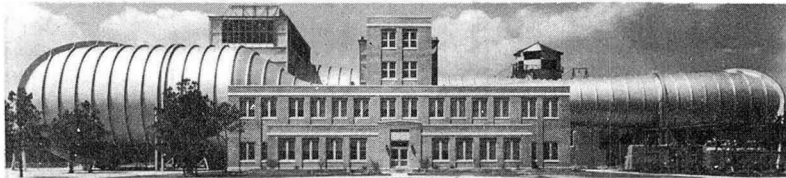
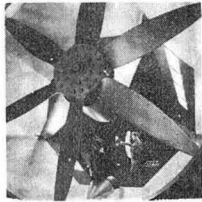


LMAL BULLETIN



LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 49, Vol. 3

Langley Field, Virginia, November 24, 1944

Page 1

ARNOLD SPEAKS AT CLEVELAND ON AIR POWER

General Henry H. Arnold, Commanding General of the Army Air Forces, visited the Cleveland Laboratory on November 9 and in an address to AERL employees emphasized that they have a dual task before them. He said, "You've got a job ahead of you to keep the Army and Navy forces equipped with the finest equipment you can for this war. You also have the job of looking forward into the future and starting now those developments, those experiments, that are going to keep us in our present situation - ahead of the world in the air".

"We in the air force", he stated, are duly appreciative of what the NACA has done for us. When we get stuck in a development problem; when we look forward into the future and try to anticipate the activities of some other nation, or to be ready for the develop-

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STACK CHOSEN TO DELIVER WRIGHT BROTHERS LECTURE DECEMBER 17



John Stack

John Stack, Chief of the Compressibility Research Division, has been chosen to deliver the eighth annual Wright Brothers Memorial Lecture at the meeting of the Institute of Aeronautical Sciences in Washington on December 17, commemorating the forty-first anniversary of the first flights by Wilbur and Orville Wright.

Stack is the first member of the Langley Laboratory staff to be selected to deliver one of these lectures which are regarded as the most significant series on aeronautics to be given in this country and the second most noteworthy in the world.

Taking the cue from the Wilbur Wright Memorial Lectures, inaugurated by the Royal Aeronautical Society in 1912, the Institute of Aeronautical Sciences started this series in 1937. They have followed the procedure of having a well known foreign expert and an American alternate year by year. B. Melvill Jones, who visited the Laboratory this summer, gave the first Wright Brothers lecture at Columbia University in 1937. William Scott Faren, Director of the Royal Aircraft Establishment in England made the talk last year. Among the native research

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HITLER'S EMBLEM SELLING BONDS

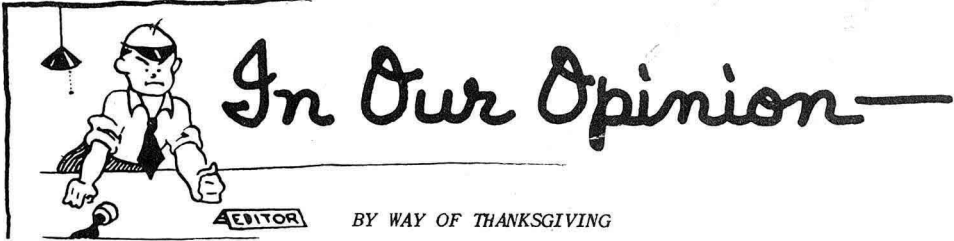


Shown above is a captured German swastika which is being used by the Reproduction Section in the bond drive. In the picture are Pat Anderson (left) and Doris Avery (right) solicitors for that section.

MESSAGE TO MEN IN ACER

Within the last week, the Engineer-in-Charge has received numerous inquiries concerning the administration's policy on replacement of Laboratory employees under twenty-six years of age who now are on inactive status with the Air Corps Enlisted Reserve.

Mr. Crowley informs the Bulletin as we go to press that a letter shortly will be sent to each ACER employee concerned, summarizing the status as of that date. It is expected that these letters will be in the hands of members of the ACER before December 1.



How much more we have to be thankful for this year than other nations! Yet we tend to let our own petty gripes blur the picture. We gripe because we are asked to purchase war bonds, yet we should be thankful that we have that privilege - a privilege that has spared us the specter of inflation which now stalks in so many invaded countries. In Greece, for instance, within the past two weeks the drachma has become the most depreciated currency in financial history: 22 trillion for one gold sovereign.

We gripe because we have to stand in line at the cafeteria for food. At least we have been spared the burden of having it ladled out to us by a conquering army. We gripe because we can't get enough gas to take that week-end trip back to Alma Mater to see the current crop of footballers do-or-die for dear ole Siwash. At least we have ample gas for our car pools to get to and from work; at least we have football games.

We should be thankful that we are free Americans - that we have bread to eat - that we can express our opinions freely - that we can give thanks in any church of our choosing - that we have the God-given treasure of free initiative.

Now at Thanksgiving we should give thanks for a year of national strength and unity of purpose. Free American soldiers have proven themselves unconquerable; free American airmen have taken the lead to spearhead the world-wide attack; free American sailors have done an outstanding job in clearing the seas for our men and our war materials; free American industry has accomplished the impossible.

Individually, we give thanks that we have had the chance to serve; that America has been spared the devastation of an actual battle field, that we have been spared the multiple misery other nations have known.

But thanks are not enough. We must determine anew that what we have helped to gain will not be lost. Providence has been kind to us, but Providence is kind continuously only to those who deserve it. We must justify again the gratitude we feel for a job well done, for a fight well fought, for a year well spent.

A NEED FOR COOPERATION

Every so often we employees are requested to abide by the parking regulations. We very often complain about them and frequently fail to abide by them, getting caught sometimes and getting by sometimes. Another request has drifted into the Bulletin Office lately and we thought it worth while passing it on to you.

Employees are asked to refrain from parking their automobiles under any of the wind tunnels. When this was brought in, we were puzzled about the purpose of it until the fire chief drifted in. He pointed out to us that cars, under the strain of heavy wartime use, frequently catch on fire due to frayed wiring or other causes. The damage to the cars is relatively slight, but (here comes the clincher) if a car caught on fire while parked under a wind tunnel the inside of the tunnel stands a good chance to be warped out of shape so badly that it would be unavailable for use for months.

We feel that this is worth our cooperation.

The LMAL Bulletin, an official publication of Langley Memorial Aeronautical Laboratory, National Advisory Committee for Aeronautics, Langley Field, Virginia, is published weekly in the interest of its Laboratory employees. Address contributions to the Editor, Service Building, Telephone 376.

- Editor Tiny Hutton
- Managing Editor Ruth Angel
- Art Editor Dot Severance
- Photographer Donald Foster
- Reporters LMAL Employees

LONG SAYS USO IS GOING STRONG

The Industrial USO, which plays a big part in the organizing and re-opening of the Syms-Eaton Community Center, is still functioning in its usual brisk manner on North King Street. When interviewed concerning the opening of the Community Center, Frank M. Long, Director of the USO, made the following statement.

"The revitalization of the Syms-Eaton Community Center should be heralded with enthusiasm by the entire population. It is right back in its old haunts, and the organizations that functioned in the Syms-Eaton School Building are beginning to take on new life. But the finest thing about the whole proposition is that the City County Recreation Association under Glenn Dowling and the Industrial USO are working with the Syms-Eaton Community Center to make the building in reality a Community Center. The USO, of course, is looking to the day when it will have to fold up and leave the other two to carry on.

"As yet, however, the USO is far from folding up. It has direct charge of several activities in the Syms-Eaton Building, besides maintaining the Center at 108 N. King Street. Some of the more active games will go to the Syms-Eaton building, but the club room, Library, pianos, sewing machine, etc. will still function at the N. King St. center."

The Syms-Eaton building is open every weekday from 5 to 11 p.m. The gym room is being used and plans are underway for a pingpong tournament. Anyone interested in becoming a member of the club may contact Tom Hulcher, Training Office.

STACK

(Continued from page 1)

men to be singled out by the Institute was the late Edmund T. Allen, who presented the lecture in 1942, a few months before his death.

Dr. George W. Lewis, Director of Research, delivered the twenty-seventh of the Wilbur Wright series in England in 1939.

Stack's lecture will be presented at the auditorium of the United States Chamber of Commerce and will be made on the subject, "Compressible Flows in Aeronautics." He is regarded as one of the top authorities on high-speed flight and compressibility phenomena.

LOST: Green compact of sentimental value. Diameter approximately four inches. Finder please contact Bulletin office.

WANTED: Ride for two to Rochester, New York around December 20. Marjorie Webster, 8-Foot.

FOR SALE: 16 foot Kayak and double end paddle. \$22.00. C. L. Seacord - F.F.T.

SPORTS



Jim McNulty s-t-r-e-t-c-h-e-s to intercept a low flying Structures pass in Sunday's game. Nick Jevas and Andy Anderson are the other men in the picture. (Structures downed PKD, 19-0.)
Photo by Harold Crate.



Paul Marchal, Engineering, gets off a pass over the heads of three hard-rushing AWT linemen, left to right, Norm Silvers, John McKee, and Warren Tucker. (AWT won the game, 12-7.)
Photo by Albert Kuhn.

Flight, 69; IRD, 0
Structures, 19; PRD, 0
AWT, 12; Engineering, 7
ALD-19', 31; Tank, 6
PRT, 6; Stability, 6
Shops, 0; 8'-LTS, 0

FLIGHT HUMILIATES IRD

The Flight powerhouse, which a week before had bowled over undefeated AWT, rose to unprecedented heights Sunday when, with Claude Hart again at the helm, they walloped IRD, 69-0. Hart was ably assisted by the fine blocking of "Bruiser" Forsyth, Fred Daum, and the entire line and proved himself to be beyond a shadow of a doubt the most outstanding back in Laboratory football history. He had a personal hand in ten of his team's eleven touchdowns, scoring five himself and passing for five more. Two of his touchdowns came on interceptions and the other three on runs. Three of his passes went to Jim Thompson and two to Forsyth. Charlie Mathews scored the other six-pointer on an interception. Fred Daum placekicked two extra points and passed to Forsyth for another.

STRUCTURES ROLLS ON

With "Dumbo" Dobrowski and Len Bartone paving the way with passes, Structures moved to within two games of an undefeated season by downing PRD, 19-0. Dobrowski clicked with tosses to Ochiltree and McCracken, and Bartone connected with Crate for the scores. Dobrowski passed to Anderson for the only extra point. Jim McNulty and Ed Trenkel starred for the losers, but their usually effective passing combination was broken up, chiefly by the hard playing Structures line of Ochiltree, Anderson, Stein, Levine, and Romeo.

AWT TOPS ENGINEERING

AWT took a firm hold on second place with a 12-7 triumph over Engineering. Ray Comenzo drew first blood for the winners when, in the first quarter, he intercepted a pass in the flat and went 20 yards to score, Billy Bates took a pass from Knemeyer to

score the second touchdown following a sustained drive down the field in the fourth quarter. Rogers scored the Engineering marker on a 75 yard runback of the kickoff after AWT's last score. Marchal dropkicked the extra point.

ALD-19' TOPS TANK, 31-6

Scoring on the third play of the game, Loads went on to win handily from a hard fighting but outclassed Tank team. Pat Cancro appeared to be in top form as he flipped five touchdown passes for the winners. Spooner, Deters, Neely, and Arnow were his receivers. Tank never gave up however, and finally scored in the last minute of play on the old "injured man" gag. Damratowski tossed to Eales for the score.

STABILITY, PRT TIE, 6-6

PRT came through again with a fourth period score to leave another ball game in a deadlock. Stability drew first blood in the opening period on a ten-yard pass from Everett to Campbell. Stability threatened several more times but was unable to score again. The PRT score came on a pass from Emmons to Nichols.

SCORELESS DEADLOCK

Shops and 8'-LTS played to the first 0-0 tie game of the year. Both teams seemed to be evenly matched and most of the action took place around mid-field.

Luoma, Vincke, and Brown were the standouts for 8-Foot while Muhly, Ferguson, and Kinzler looked good for the Shops.

Team	Won	Lost	Tied	Pctg.
Structures	7	0	0	1.000
AWT	7	1	0	.875
Flight	6	1	1	.813
PRD	4	2	2	.625
ALD-19'	4	2	2	.625
8'-LTS	3	2	2	.571
Shops	3	3	3	.500
Stability	3	3	2	.500
Tank	3	4	1	.438
PRT	1	4	3	.313
Engineering	2	7	0	.222
IRD	0	6	2	.125
16-Foot	0	8	0	.000

CLAUDE HART LEADS INDIVIDUAL SCORERS

Claude Hart, Flight halfback, tallied 30 points in last week's game to move way ahead of all other individual scorers with a total of 67 points. The other men with more than 30 points are: Anderson, Structures, 45; Ochiltree, Structures, 37; Trenkel, PRD, 36; Vincke, 8'-LTS, 36; Thompson, Flight, 36; and Bates, AWT, 31.

Pat Cancro, ALD-19' quarterback, is way in front of all the passers with 15 touchdown completions. Nearest to him are Hart and Bill Muhly, Shops, with nine each.

Andy Anderson, Structures end, tops the pass receivers with seven touchdown catches. Jim Thompson, Flight, and Cletus Vincke, 8'-LTS, are close behind with six apiece.

Les Oborny, PRD end, leads the extra point kickers with five conversions.

Flight's 69 points against IRD boosted them to first place in team offense with 161 points. Structures leads in team defense with only seven points tallied against them.

BASKETBALL LEAGUE TO USE THREE GYMS

Representatives from 13 Laboratory teams attended the first meeting of the Community Basketball League held last Wednesday night at the Syms-Eaton Community Center and heard that the league would have three gym floors to use one night a week for the coming season.

Pete Korycinski, temporary chairman, and Frank Read, temporary secretary, announced that the use of the gyms had been secured by Glenn A. Dowling, county recreation director, under whose sponsorship the league is being organized.

DOES ANYBODY KNOW "WHO STRUCK JOHN?"

An accident involving an automobile and an Army truck took place at the intersection of Dodd Boulevard and Douglas Street at 5 p.m. Saturday, November 18. There seems to be a little doubt as to who was at fault. At the time of the accident, NACA cars were leaving the field. The Provost Marshal would appreciate it if anyone who witnessed the collision would contact his office, phone 2330 extension 22111.

LOST: A gold identification bracelet with the name "Kathryn Banick" engraved on it. If found, return to Katie Banick, Training Office.

WANTED: Ride for two to St. Louis, Kansas City, or Wichita around December 19. Will help drive and share expenses. Bette Browning, Spin Tunnel.

LOST: Proportional dividers. Inventory Number 8562. If found, contact PRT, telephone 2234.

Sadie Dearborn Day Dance



The Full-Scale Division, and a few (?) invited guests, took over the Hampton Country Club last Friday night to pay homage to the late Sadie Dearborn, nee Sadie Hawkins. Pictured above are: (1) Find yourself, (2) Dixie Carter, Les Schneider, Gene Migotsky, and Sarah Parks, on the floor, (3) Walter Porter, entertaining the crowd with his square dance, (4)

Nance Underwood, swingin' her opposite, (5) Guess who: (6) Sammy Cohen, blowin' it out, (7) Guess again? (8) Jack Volkman, at the piano, (9) Nancy King, Ray "Wolfie" Comenzo, and John Houbolt, with Jerry Brewer (yep, it's him) in the background, (10) Cracker eating contestants and judges, (11) "Whiskey", (12) More of the mob. Photos by Foster.

LANGLEY SKETCHES

by Herman Ankenbruck

Round cheeked, easy-going, good-looking and well dressed Herb Hoover occupies one of the most enviable positions on the field as head test pilot in charge of Flight Operations.

Herbert Henry Hoover was ushered into this "putty-knife factory" on May 18, 1912 in Knoxville, Tennessee. For the record, historical fact shows that his name was given him before our 31st president became famous and that he bears no relation to him. Being quite young at the time, he spent the next 22 years of his life growing up in the city of his birth. This included a four-year sojourn at the University of Tennessee where he majored in Mechanical Engineering. "I had to work at school", he says, "but enjoyed it."

After graduation in May, 1934, Hoover, not having any plans, filled out an application for training in the A.A.F. He was accepted and after training at Randolph and Kelly Fields, was sent to a tactical group at Mitchell Field. Because his position in the Army was only of temporary nature (malnutrition of appropriations), Lt. Hoover took a Civil Service examination in the spring, 1937, hoping to get a job with the Department of Agriculture for which he qualified. However, he applied for a job with American Air Lines and was being measured for a pilot's uniform when Colonel (now General) Frank of Mitchell Field pulled some strings to get him a job with the Standard Oil Company in South America.

South America Calls

This venture intrigued "hot-pilot" Hoover, for he didn't want to be what he termed a "taxi driver". Upon arriving in Venezuela six days later, he was put to work as an aero "truck driver" hauling equipment, personnel, and hospital patients from camp to camp. He did, however, spend some months doing photography work in an attempt to map some more or less unexplored territory in the interior. Most of this time was spent loafing and waiting for clear weather. It was then that he tipped the scales at 190 pounds and grew a beard. Once while flying near the coast, Herb got lost at sea. He claims that his outmoded charts gave him a gum steer.

Finally a yearning to be back in the States, coupled with an offer for a job at the NACA, brought him home in December, 1940. Not being sure of the NACA job and to express his intense interest therein, he offered to work for a year for free (Ed. note: !!!). They hired him but not as a dollar-a-year man. Some time after arriving, because of his experience in flying through all kinds of weather, Hoover volunteered to make flight tests with the XC-35 in thunderstorms. This gained him added



experience in instrument flying, together with no little prestige. Hoover's precocity and the rapid expansion of the NACA soon landed him in his present position in charge of all flight operations.

Headwork - Upstairs

Summer before last, Herb was injured when a cockpit canopy flew off and hit his head. In spite of his injury, he landed the airplane; was then rushed to the hospital. This accident was really meant for Mel Gough; whose place Herb was taking that day, but reliable sources have expressed considerable doubt as to whether the canopy would have come near Gough's head unless he were standing.

Herb's army experience, his experience in South America, and his work at Langley make him an expert in handling qualities of aircraft. Rated as one of the top men in his field, test-pilot Hoover has flown at the NACA more than 100 types of airplanes ranging from the smallest to the largest.

Herb has known his wife, Ruth, most all his life. They were not, however, childhood sweethearts. The Hoovers have one child, Susan, age one year.

In the sports line Herb likes handball, real poker, and golf, (has parred on occasions). No blunt instrument, he has a sharp eye and an excellent memory and will admit to being somewhat firm in his beliefs. He is a congenial, likeable fellow, especially adept at shooting the bull. His life's ambition is to get a power-mower for his 20' by 20' lawn.

ARNOLD

(Continued from page 1)

ments of the future, we normally go to the NACA and ask you people to do that work for us. And we are very grateful for your whole-hearted efforts and your cooperation with us."

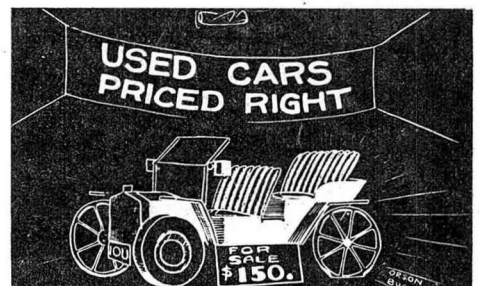
General Arnold cited the growth of American air power. He stated, "I think that you people here are entitled to a little bit of background on this thing that we call air power. I think it will better enable you to do your mission here at the Laboratory." He spoke of the small usage that was made of the airplane in the last war and said that no one then knew what air power really was. "General Billy Mitchell," he said, "had more advanced ideas on the subject ideas on the subject in this country than anyone else. "Today," he declared, "the airplane has been developed to the point where it is 'an honest-to-God' weapon of war."

Regarding the effective use of the airplane, the General referred to the meeting and besting of the airplanes of our enemies. He told of beating the Japs because they are "creatures of habit". He said, "If a Jap comes over this particular hill and down this particular route on Monday, then you can expect him to come down that same route on Tuesday, Wednesday, and Thursday. And all you have to do is to make your arrangements accordingly."

"Now let's get to the German air force", he went on. "They are much more imaginative; they are smarter than the Japs". He then cited our bombing of their ball-bearing plants, engine factories, airplane factories, and oil supply.

"Today," he said, "you find the German air force so short of pilots, so short of oil, that they cannot fly the airplanes they have sprinkled all over Germany. The Germans are going to fight - the same as the Japs are - as long as they have a man left to fight - just so long as their fanatic leaders have the bluff on them they have now. When the time comes that they fear our bombers - when they fear what is going to happen to them as a result of our constant hammering on the ground and in the air - more than they do their fanatic leaders - that is when the Germans are going to break up internally."

General Arnold was introduced by M. R. Sharp, Manager of the Cleveland Laboratory, and Dr. George W. Lewis, Director of Aeronautical Research, NACA.



Not a paid advertisement

OYSTERS MAKE MONEY AND SMELL

The seafood industry is a big thing locally. It fills the atmosphere with a fragrance that could hardly be called a rival of Chanel Number 5; it furnishes many of us with crabs, oysters, and fish "fresh from the deep"; and for more than half a century, it has been one of the main sources in income for many local residents.

The industry has as many branches as there are creatures of the sea and a particularly interesting one is the oyster business. The first settlers in this neck of the woods (some 13 years, you know, before the Mayflower) sent back word to England that "shellfish are found in abundance and have proven quite edible."

It is presumed that locals have been eating oysters since then, but it was not until the 1880's that Tidewater oystermen began to see the possibilities of a profitable profession, marketing the bivalves. In 1884, the General Assembly of Virginia, fearing that the river and bay bottoms where the oysters liked to grow would be dragged clean and the supply cut off, authorized a survey of all the river and bay bottoms. After this survey had determined which grounds were naturally productive, the other bottoms were made available to interested parties on 20 year leases at one dollar an acre. On these grounds, oystermen could plant seed oysters, which the state gave them permission to take from the state controlled grounds, and let them grow to maturity.

These seed oysters are gathered by a process called tonging. Tongs are a pair of large rakes, joined near the heads on their 30 foot handles. These are lowered to the bottoms and the oysters scraped up. They are then planted on the leased grounds and allowed to grow for three or four years.

They are then gathered in by means of a dredge and brought to the docks of the oyster houses on the shore. Here they are delivered to the shuckers.

An oyster shucker is a person, generally colored, who may be short on formal schooling, but long on the know-

LIFE at the LABORATORY

WEDDING BELLS: It seems that the younger generation is still a bit slow to profit from the mistakes of the older because Laboratory employees are still getting married by the thousands. This week word was received that Jerry Truszynski, IRD, has stamped his brand on his home town girl, Helen Bennet. No definite wedding plans are known as yet...Rene Rhodes, Head of the International Business Machine at the 19-Foot Tunnel is wearing Lt. "Mac" McClure's ring. Lt. McClure is stationed in China...Lillian Caminade, Structures, has left the Laboratory to take up the old profession of house wife. She will tie the final knot on Thursday, November 30 when she walks down the aisle with Robert Wolfe of Camp Blanding, Florida...And the Laboratory's confirmed bachelor, Ann Timberlake, will take that all fatal step when she and Bill Boatright, Full Scale Tunnel, take their final vows tomorrow in Fredericksburg.

HEIR MAIL: Charles Hoffman, East Model Shop, was passing out cigars in a big way this week. He is the proud, but slightly nerve-wrecked, father of a son, Charles, Jr., born November 14.

PARTIES: Full Scale Research Division's hill billy brawl Friday night celebrating Sadie Dearborn Day proved a hilarious success, marked by several minor casualties in the square dancing experiment and a few bruised eardrums suffered during Mark Nichols' exhibition of championship hog-calling (for photos see page)....Feeling that Ann Timberlake should have a last fling before her day of disaster, the boys of AWT threw a stag party for her last Saturday night. When asked how he happened to win out over all the other boys at the Laboratory, Boatright declared, "I didn't have anything to do with it, she proposed to me.".... The Photo Lab had a party at the Sigma Club Tuesday night. At press time no report could be obtained.

MISCELLANY: E. J. Shave, Head of East Machine Shop, celebrated his silver wedding anniversary this week...The boys in West Machine Shop have tagged Bobby Goodness with a new name, Sergeant Goodness.

ledge and skill that it requires to separate the bivalve from its shell in the shortest possible time. He (or she) uses a hammer to break off the end of the shell and a knife to flip off one side. A quick, experienced glance tells whether the shell's occupant is of the "standard" or "select" grade, and then he is flipped into one of two pails at the shucker's side. When a gallon of these tasty fellows is collected, they are dumped into a large tray for washing. Then they are routed to a large vat where they get another washing and a cooling in ice water. From there they go to another tray where they are washed again and packed in gallon cans and put on ice. Today they bring the top price of \$4 a gallon for the standard and \$4.50 for the select.

The local oyster industry has had its output greatly diminished since the beginning of the war due chiefly to manpower shortage. However, last year's output was 150,000 bushels of shelled,

packed oysters, while the oyster planters exported an additional 150,000 bushels of the bivalves still in the shells.

The shells are usually piled in high mounds until the end of the year at which time some of them are returned to the planting grounds for seed and others are used in manufacturing fertilizer.

At one time the shells were widely used for surfacing roads hereabouts. As a matter of fact, that's where the Shell Road, from Hampton to Newport News, got its name.

Oysters play an important part in the life of our community. It's not just a simple proposition of raking them off the bottom or of gathering them from low hanging tree branches (where they grow in Jamaica). It takes years of work and patience and hard work to bring the bivalve from his early seed beginning to his timely end in the pan or on the half shell.



Shucking the oysters....



....washing and measuring....



....ready for the table.