

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

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CELEBRATES 25 YEARS SERVICE WITH NACA

Serving temporarily in the Washington Office, where he is Acting Director of Aeronautical Research, John W. Crowley, Jr. celebrated his twenty-fifth anniversary with the NACA on August 9. He joins R. E. Mixson, Charlie Wolf, Benny Bennett, Percy Keffer, Jim Kirkpatrick, John Hanks, W. C. Morgan, Howard Morris, and H. J. E. Reid as members of the unofficial "Old Timers Club."

"Gus" Crowley was Boston born and bred; this fact is substantiated by his manner of speaking which still retains the New England characteristics after a quarter-century in the land of "oot" and "aboot."

The fall of 1916 found Crowley enrolled with numerous other freshmen at MIT where his high school athletic career (he played both football and baseball) was sacrificed for a sound engineering background. MIT had no intercollegiate athletics but "Gus" played second base on his class team. He went after a B. S. in Mechanical

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BRAIN BUSTERS PLAN MODEL MEET

The Brain Busters' Fourth Championship will be held Sunday, August 25, from 9 a.m. to 2 p.m. at Langley Field, in conjunction with "Peninsula Air Week." The event will be a hydro (rise off water) contest and takeoff waterways will be constructed on the field. The contest is sanctioned by the Academy of Model Aeronautics and a class AAA rating has been awarded the contest by the Academy.

The championship will consist of four hydro events, Class A, B, and C Gas powered R.O.W. and rubber powered R.O.W. In addition, a hand launched glider event will take place.

Prizes include 15 trophies, motors, radios, watches, and numerous other valuable gifts. The grand prize winner, the contestant totaling the highest number of points in the hydro events, will be presented a perpetual trophy by the Peninsula Junior Chamber of Commerce.

Entry blanks should be in the hands of the Contest Director by August 18.

NEW WIND TUNNEL OPENED AT AMES

Marking another great advancement in aeronautical science, the Ames Aeronautical Laboratory of Moffett Field, California, recently put into operation its new 12-Foot Low Turbulence Pressure Wind Tunnel. It is the first tunnel ever built to combine the features of very high speed, low turbulence air-flow, pressurization to simulate full-scale conditions, and large size to accommodate complete models.

Designed to operate at air speeds up to the sonic velocity, the tunnel is unique in providing air flow of negligible turbulence, also data directly applicable to airplanes as large as full-scale attack bombers can be obtained by pressurizing the air in the tunnel.

The secret of achieving the unparalleled low turbulence in such a large, high-speed tunnel lies in the anti-turbulence sphere, which accounts for the unusual shape of the tunnel. Located upstream of the test section, the sphere contains eight fine mesh screens, each some sixty-three feet in diameter, which act to smooth out eddy motions in the air and produce an orderly flow.

Air is circulated through the tunnel by the thrust of two 18-ton coaxial fans which are powered by fan drive motors rated at 11,000 horsepower capacity.

Variation of density in the tunnel from 1/6 to 6 times atmospheric density permits a wide range of tunnel air velocities with a given power input. At pressure below 1/3 atmospheric, an airspeed of 750 miles per hour is attainable.

The combination of low turbulence, wide range of velocity, and Reynolds number control gives the 12-Foot Tunnel the distinction of being the most versatile, and probably the most economical wind tunnel in existence. Control of the important variables results not only in more directly useful data but also in great savings in research time by making possible an uninterrupted sequence of investigation of a given model.

The importance of the 12-Foot Tunnel to aeronautics is that a new scientific instrument has been provided which permits study with accurate control of the variables of speed, turbulence, and density in a space of time, not possible in less versatile facilities.



John W. Crowley

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WEDDING at the LABORATORY

Wedding bells will ring forth.
 this week for Air Scoop's staff photographer, Bill Taub. Bill is marrying Nadine Ayers of Asheville, North Carolina.

This seems to be rush year.
 for Tank. As soon as they get one married off another always manages to come through with a big sparkler. The latest to be added to the rapidly increasing list of prospective brides is Allie Faye Ellis who is engaged to Harvey Strawsnyder of Pennsylvania. Wedding bells will ring in early September.



As a general rule.
 we try to refrain from calling employees' attention to the few new cars that have replaced the old faithfuls, but two new additions were made this week that we think should be broadcast. Percy Crain, Chief of the Mechanical Services Division, has finally replaced his orange 1915 willis with a brand new 1946 gray pontiac and Bunny Klawens, Flight Research, has junked his black and white two-tone trap for a new chevy. Due to this great improvement, we feel sure that entering and leaving the field will be speeded up at least 50%.

One of the most recent and.
 welcome visitors to the Laboratory was Maurice Munger, Editor of AERL's "Wing Tips". Munger is a former employee of the Laboratory and went to Cleveland when the Super-charger Section was transferred in 1943.

One of the Laboratory's.
 long distance courtships will be climaxed this week end when Ray Spaulding, West Engineering, journeys to New York to marry his home town girl, Virginia Forbes.

They're still laughing in Washington.
 about Dolph Henry. The Langley Personnel Officer was in the capitol city several weeks ago, spending an evening with friends who used to work here. His hostess noticed that Dolph shed coat and tie and still managed to ooze perspiration like a gusher coming through. It wasn't until after he left however that she found that he had been sitting almost on top of a live radiator--and on a typical July night at that.

The Loads Office made merry.
 on Hank Pearson's one-third interest of Old Glory II last weekend on an overnight cruise up the James. Every crew member received for his or her weekend efforts a genuine typewritten certificate of seamanship rating, appropriately signed by Neptune and Davy Jones. Since last year's cruisers left Mrs. Woo Matheny at Jamestown without knowing it, this year an elaborate sign-in-sign out system was used to keep tabs on everyone. The menu, ad-



The above silhouette was taken in the Structures Research Laboratory by Photo Lab's Warren Nelson. The model is Edith Rhoades of Structures.

FROM AVIATION'S LOG BOOK

By Len Arnow

Growing pains-----
 At the dawn of the Twentieth Century when the airplane began its phenomenal development it was quite an event for an airplane to remain aloft for only a few minutes at a time. Therefore, when Wilbur Wright flew for all of one and a half hours during September, 1903, in France, the Wright machine was highly acclaimed. An outstanding feature of this flight which amazed onlookers was the controllability of the Wright brothers' airplane. French attempts to fly at that time were hampered by the sluggish way in which their airplanes handled. On the other hand the Wright machine flew smoothly and responded precisely to the pilot's every whim. It took off, climbed, and executed a variety of maneuvers after which the airplane landed without incident. The research done by the Wrights in their wind-tunnel had payed off.

Quick Thinking-----
 When Alberto Santos-Dumont, the Brazilian aeronautical pioneer, was aloft in one of his cigar shaped balloons, he noticed that it was beginning to collapse. In descending from a high altitude the air pump which kept the inside of the balloon's envelope under pressure wouldn't operate. Consequently as the balloon descended further, the increasing pressure of the atmosphere tended to hold its cigar shaped envelope like a jack-knife. Some boys who were flying kites in the vicinity noticed Santos-Dumont's plight as he began to fall rapidly. Under his instructions, they took hold of the balloon's guide-ropes as they came within reach of the ground and pulled the balloon into the wind. By so doing, Santos-Dumont's fall was slowed considerably thus averting a bad crack-up.

ministered by Phil Davis, is too mouth watering to bear reprinting.

25 YEARS SERVICE

(Continued from page 1)

Engineering and emerged victorious in 1920.

Upon reporting for duty at the Lab in 1921, he was assigned to the Flight section and was made section head a year later. He remained there 15 years. Among his recollections of his early days is what he laughingly refers to as "the Committee's first ditching experiment."

The Lab was conducting a series of pressure distribution studies on an airship at the Norfolk Naval Air Station and for a year it was necessary for a group of men to make almost daily trips across Hampton Roads. They had a captain's gig for water travel but it usually managed to run aground. The ferry took too much time and finally a "Jenny" was assigned for the trip. One day Crowley and Smitty De France, the latter a World War I pilot now Engineer-in-Charge at Ames, took off for Norfolk with De France at the controls. The motor quit over Fort Monroe. The flyers had no parachutes and planned to set the ship down on the beach but found it crowded with bethers. So they ditched it in the shallow water near shore and both waded in. The "Jenny" succumbed to water damage.

"Gus" followed his athletic interest at the Laboratory, playing second base and managing the baseball team in the middle twenties.

In 1940 he was moved up from Flight and made assistant chief of the old Aerodynamics Division under Elton W. Miller. During the reorganization of 1943, when the Research Department was created he was named chief.

Crowley married Margaret Wells of Hampton in 1930 and they have two daughters in the family. He has been prominent in local yachting circles in his spare time, serving a Commodore of the Hampton Yacht Club. He is also a member of the Hampton Kiwanis Club and is a fellow of the Institute of Aeronautical sciences.

BRIDGE TOURNAMENT WINNERS ANNOUNCED

The LIAL Bridge Club held their regularly bi-weekly duplicate tournament last Tuesday night at the Symes-Eaton Community Center. Jack LeMay and George Blow took top honors for north-south with 62 percent. A. F. Goodman and Harry Cleson took first place for east-west with 69%.

Other scores were; north-south - C. J. Marks and Carl Rossman with 58%; Ed Kruszewski and Manny Stein, 49%; Frances Hobeck and Norman Silsby, 41%; and Ned Bowen and Ben Klunker, 38%. Best-west - John Crigler and Joe Martin, 53%; Ida and Annie Young, 52%; Bill Thompson and Kemble Johnson, 48%; and Joy Allen and Peggy Smith, 25%.

On Tuesday, August 20, at 7:30 p.m. the bridge club will hold their

SOFTBALL LOOP ALL TIED UP

With the season drawing rapidly to a close, it looks like a three way tie for first place in the men's softball league with 8-Foot, 19-Foot, and either Full Scale or PAR in the lead.

Dynamic Tunnels dropped Full Scale from a first place clincher spot, 10-8, last week while 16-Foot toppled 8-Foot, 3-2. The 19-Foot team finished its season, winning from 16-Foot, 10-4.

The only games remaining which can affect the playoff standings are Full-Scale-PAR, with the winner in a first place tie and the loser in a fourth place ditto, and the AWT-West Shops encounter, which by winning AWT can gain a fourth place tie. Already in the fourth position tie are Low Turbulence and Structures.

Other games of last week were:

West Shops 19 - 16-Foot 10
Structures 13 - AWT 1
I&D 7 - PRT O (forfeit)
Loads 7 - PRT O (forfeit)

SOFTBALL STANDINGS

Team	W	L	G. B.
8' HST	10	3	----
19' FT	10	3	----
FST	9	3	1/2
PAR	9	3	1/2
Low Turb	9	4	1
Structures	9	4	1
AWT	8	4	1 1/2
16-Foot	6	6	3 1/2
Dynamic Tunnels	5	7	4 1/2
Loads	4	8	5 1/2
W. Shops	2	9	7
7 X 10	2	10	7 1/2
I&D	2	10	7 1/2
P&T	1	12	9

SOFTBALL STATISTICS

From statistics made available by the four teams that have already finished their current softball season, the following batters are listed with averages better than .300. Only those who have been to bat at least 30 times are listed.

Player	Pos.	Team	AB	H	R	Avg.
Bob Nuber	1B	LTS	40	15	18	.375
Luke Liccini	P	8'HST	38	13	14	.342
Joe Vincke	SS	8'HST	41	14	12	.341
Bill Kaufman	3B	LTS	36	12	13	.333
Larry Perry	1B	8'HST	37	12	15	.324
Pat Cancro	SS	19'	47	15	13	.319
Cliff Emery	OF	LTS	38	12	12	.316
Andy Anderson	P	Str.	42	13	12	.310
Bill Koven	OF	19'	30	9	10	.300

FOR SALE: 13-foot boat frame, suitable for planing as outboard runabout or sail boat of "Dart" class. Price - \$10. D. J. Germansky, ICL.

FOR SALE: Set of 3-inch micrometers in case with standard. Joe Loviner, East Machine Shop.

regular weekly business meeting followed by rubber bridge. The club sponsors a duplicate tournament on every second and fourth Tuesday of each month.

TENNIS NEWS

The Portsmouth Gridiron Tennis Team defeated the NACA netters last Saturday on the Langley Field courts. Portsmouth took six matches to the NACA's three. The scores were:

Ed Kilgore, Portsmouth, defeated Jack Erwin, 6-4, 6-1; Stanley Leonard, Portsmouth, took a 6-3, 6-4. win from Johnny Campbell; Eugene Burroughs, Portsmouth, downed Bill Jordan, 6-3, 8-6; Dick Shepherd, Portsmouth, defeated Leo Rogin, 5-7, 6-2, 6-0; John Kelly came through for NACA with a 6-1, 6-0, win over Bill Crump; and Bob Shanks, NACA, defeated Don Kilgore, 3-6, 6-1.

In the doubles Ed Kilgore and Leonard, Portsmouth, defeated Erwin and Campbell, 6-2, 3-6; Burroughs and Shepherd, Portsmouth, defeated Jordan and Kelly, 6-3, 6-4; and Shanks and Dunlap, NACA took a 8-6, 6-4, win from Crump and Don Kilgore.

The current standing of the ladder is as follows:

No.	Player	Section	Phone
1	Erwin	FGDA	2248
2	Campbell	FFT	2282
3	Jordan	E. Eng.	2251
4	Kelly	PRD	4587
5	Rogin	Loads	4439
6	Haynes	PAR	4537
7	Martz	PAR	4537
8	Shanks	FFT	2235
9	Dunlap	ICL	2216
10	Sperry	Const. Eng.	2336
11	Greenberg	8'HST	2292
12	Weber	W. Eng.	4452
13	Griffith	Const. Eng.	2336
14	Hagginbotham	PAR	4537
15	Morgan	E. Eng.	2251
16	Phillips	FRD	2264
17	Frost	DTOS	2246
18	Ferguson	Class.	2381
19	Rubinow	PRD	4597

LAND OF THE LONG LEAF PINE

By Richard Hodges

Take me back to North Carolina
That's the place where I belong
Where the barns are filled with "bacca"
And the fields with waving "cawn."

Take me back to dear old Mother
Far away from Newport News
Where I can rest in solid comfort
And throw away my "store bought" shoes.

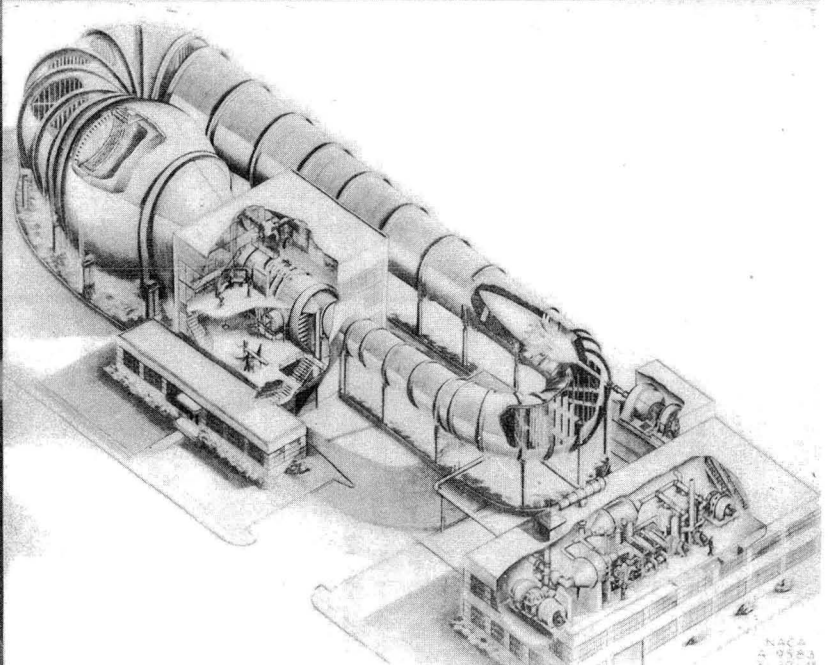
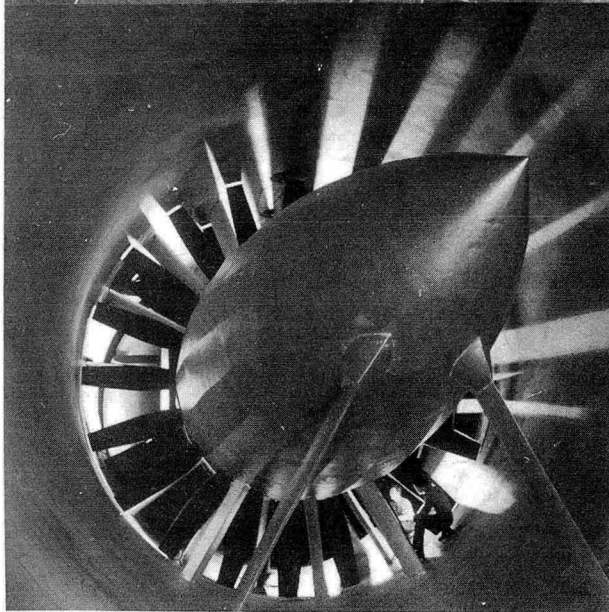
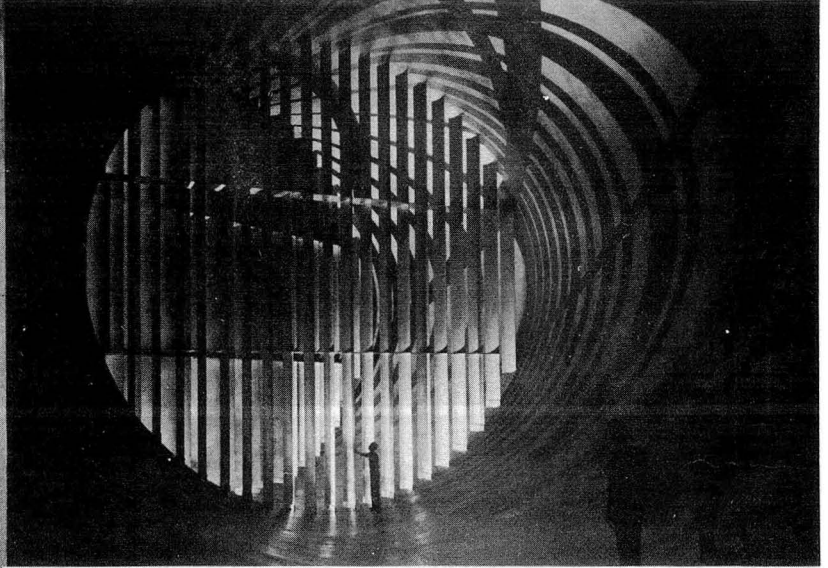
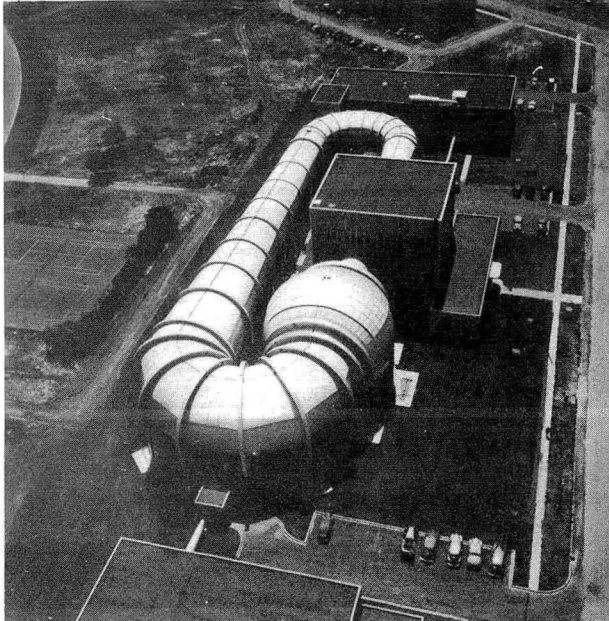
Take me back to scenes of childhood
Far away from war and woes.
Where I can walk the roads in comfort
And squeeze the mud between my toes.

Take me back to the dear ole North
State,
That's the land of milk and honey
Where I can live in utmost luxury,
And have no use for all this money.

Chase me back across the border
I can't go without a shove
Even tho I like Virginia
I long for the state I "luv."

WANTED: Furniture for three room apartment. Bill Huston, Loads, or call Hampton - 5368.

OPEN NEW AMES WIND TUNNEL



Pictured in the upper left hand corner is an aerial view of the new 12-Foot Pressure Wind Tunnel at Ames Aeronautical Laboratory, Moffett Field, California. Upper right shows

the turning vanes in the air passage of the tunnel. Lower left is a photo taken looking upstream at the propeller fans and lower right is a sketch of the new tunnel showing arrangement of equipment.

COMING EVENTS

The following calendar of coming events at the West Area recreation Center is printed for the convenience of sections planning future get-togethers.

- August 22 - Auditing and Bookkeeping Unit picnic
- September 7 - Full Scale Tunnel picnic.
- September 20 - Fiscal Division picnic.

LOST: Two ABC books. Norman Land, Tenk.

EXAMINATIONS OPENED

The Civil Service Commission has announced examinations for probational appointment for the following positions: Refrigeration and Air Conditioning Mechanic, Inspector of Locomotives, Inspector of Safety Appliances, Inspector of Hours of Service, Inspector of Railway Signaling and Train Control, and Transportation Tariff Examiner. For further information call the Employment Office, telephone 2272.

WANTED: Ride to Rosnoke on Friday, August 30, returning in time for work Tuesday, September 3. Mary Wood, Construction Engineering.

The art of taxation consists in so plucking the goose as to obtain the largest amount of feathers with the least possible amount of hissing.
--J. B. Colbert

The magic of the tongue is the most dangerous of all spells.
--Bulwer-Lytton