

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

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800 WORKERS GET RAMSPECK RAISES

Nearly 800 employees at Langley will get another raise over and above the average 15.8 percent increase that goes to everyone. The two-time raisers are those who have been at their present pay status for 12 or 18 months with a good or better efficiency rating. They receive the automatic so-called Ramspeck raises within grade.

Even the Ramspecks have been raised accordingly by the new bill. They used to be \$60 for grades under \$2000 base, \$100 for \$2000 to \$3800, \$200 for \$3800 to \$6500, and \$250 for \$6500 and above. The new rates, for the sake of convenience based on the old base pays, are \$66, \$110, \$220, and \$262.50 respectively.

Personnel Records and Payroll, both of whom are working at top speed on the new raises, inform us that the Ramspecks, which become effective July 1 will be in the checks for the period July 1-14, provided the telephone calls of inquiry don't hold them up.

SALES TOP \$385,000 IN MIGHTY SEVENTH

The final report on the Seventh War Loan shows that the Laboratory's quota was surpassed by more than \$10,000.

Final returns were \$385,546 in comparison with a gross quota of \$375,212. Payroll allotments reached \$271,167 while actual cash sales but now included in the allotment figure were allotment increases which were made during the drive in an amount of more than \$20,000.

LEGION COMMANDER GREETED BY LOCAL OFFICIALS HERE

E. N. Scheiberling, National commander of the American Legion, visited the Peninsula this week, landing at Langley Field Wednesday afternoon where he was met by Legion and local dignitaries including H. J. E. Reid, Engineer-in-Charge, and E. J. A. Fournier, Post Commander of the Newport News post.

The Commander flew here from Washington with Colonel Roscoe Turner at the controls of the four place Stinson.

RECTOR BECOMES BOXER IN ARMY

From printer to boxer in several hard lessons is the road being taken by Fred Rector, according to Air Scoop's Special Kessler Field Correspondent Pvt. Paul Taylor.

The former number one boy in the paper's printing end, Fred was reportedly talked into his fistic career by Taylor, Joe Dodson, and Frank Vollrath, all of Keesler, late of Langley.

His first venture into the squared circle came last week and lasted for two rounds. First he had trouble raising his arms; then there was a similar difficulty with his legs; and before he had the same trouble with his carcass the referee declared it a TKO for the other fellow.

His mates weren't perturbed however, for Fred has had the advantage of the Army's superior body building program for only a short time. They are working hard to round him into shape so he will be a real contender for the paperweight championship. Says Taylor, "Maybe he'll do better next week." There was no comment from Rector.

FOR ARMY ACER'S

The Third Service Command wants both forms of WD AGO 163 returned. The reservist should sign each form above the line marked "Certified by". Later this line will be signed by Capt. James A. Weaver.

All reservists who received forms from the Personnel Office dated July 5 or July 9 are asked to fill them in and return them immediately whether or not they have 85 points. The information supplied by these forms must be supplied to the Army-Navy NACA Personnel Board.

All affidavits for parenthood credit must be notarized.

NEW TELEPHONE NUMBERS

Instrument Service Section Head -	2348
Instrument Calibration	2216
Instrument Installation	2346
Instrument Service Shop	2328
Instrument Construction	2319

CHUTE SAVES LAB PILOT FROM CRASH

Bob Baker, Flight Operations, became the second Laboratory test pilot to join the Caterpillar Club (restricted to those who are forced to bail out) last Monday when he went over the side of the single engine fighter that he was flying about ten miles south of Norfolk.

Baker was flying at 10,000 feet when something went wrong with the engine, causing the loss of oil which flew back over the windshield and cockpit canopy. He looked about for an emergency field in which to land, but before he was able to do anything about it the ship caught fire. He hit the silk at 8,000 feet and landed safely about five miles from the plane which crashed in flames. Baker's only loss was a pair of shoes, which came loose when his chute took hold.

His most scared moment came right after he landed when he saw a man with a big "PW" on his jacket coming toward him. The prisoner of war seemed friendly however and helped him roll up his chute. Baker then went to a farm house and called Flight Operations at the Lab. Meanwhile, the Air-Sea rescue units at Oceana and Fentress nearby had received four reports on the accident, one before the pilot hit the ground. He was picked up by their ambulance within 15 minutes.

"Our air-sea rescue squad also went into speedy operation," said Head Flight Operator Herbie Hoover. "We promptly had three hemorrhages and dispatched a plane to pick him up."

"Was this your first experience of this sort?" we asked Baker.

"Yes," he answered, "and my last."

The other occasion when a Laboratory pilot took to his chute came about ten years ago when Bill MacAvoy experienced some difficulty with an autogiro and was forced to abandon ship. Along with him went his passenger, John Wheatley who landed in a tree near Fox Hill. Mac was not quite as lucky, getting a dunking in Back River.

SECTION PARTY at GRAND VIEW

