

# AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 50, Vol. 3

Langley Field, Virginia, December 1, 1944

Page 1

## ARMY HOUR TO FEATURE NACA DECEMBER 17

On December 17, the 41st anniversary of the Wright Brothers' first flight, the NACA will have a featured spot on the "Army Hour". It had been reported previously that the broadcast would be made December 3.

The "Army Hour" is a regular Sunday afternoon feature of the National Broadcasting Company and is carried locally by Station WTAR, Norfolk, 780 kilo cycles. The Public Relations Branch of the War Department, which "sponsors" the program, has arranged for part of it to be broadcast from Washington and 15 minutes more will originate here.

The Laboratory's part of the program will be made from three research divisions - the Hangar, Tank Number 2, and the Spin Tunnel.

## ASME HONORS DR. GEORGE W. LEWIS WITH "SPIRIT OF ST. LOUIS" MEDAL



Dr. George W. Lewis, Director of Aeronautical Research for the NACA, was awarded the "Spirit of St. Louis" medal by the American Society of Mechanical Engineers at their New York convention this week. The distinguished award honors Dr. Lewis "for leadership in direction and encouragement of aeronautical research, having extensive influence on aeronautical engineering during the past quarter century."

To most people in aviation, the NACA and Dr. Lewis are synonymous. Appointed Executive Officer in 1919 and Director of Aeronautical Research in 1924, he has been a guiding spirit of the Laboratory's growth from its tiny beginning to its present pre-eminence. Much of the valuable equipment here at Langley Field was constructed through Dr. Lewis' foresighted efforts. The Variable-Density Wind Tunnel was first, then the Propeller Research Tunnel, Tank Number 1 for testing seaplane floats and flying boat hulls, and the Full-Scale Wind Tunnel.

Dr. Lewis has been Vice-Chairman of the Committee on Power Plants for Aircraft of NACA since 1922 and also Vice-Chairman of the Committee on Aerodynamics. He has served on many national and international committees for the advancement of aviation and

Continued on page 6

## ANSWERING EMPLOYEES' QUESTIONS IN REGARD TO MILITARIZATION PLAN

(Ed. Note: The following is a reprint of a memorandum sent to all Laboratory members of the ACER over the signature of John W. Crowley, Jr., Acting Engineer-in-Charge.)

In view of the number of questions that have been asked recently in regard to the Militarization Plan, the following review of the present status of the Plan has been prepared. Basically, the Plan has not been changed. As has previously been stated to the NACA members of the ACER, both by means of group discussion with Colonel Belknap and in the memorandum dated February 18, 1944, by Major General White to The Adjutant General, each member of the ACER is assigned to the NACA in an inactive status "subject to recall to active duty with the Army Air Forces upon termination of his employment with the NACA, or sooner, if military exigencies require." The Joint Army-Navy Personnel Board has decided, in line with the national policy, that the military situation is such that men of the ACER under 26 years of age shall be called

to active-duty status when suitable replacements for them can be obtained and trained. We are at present in this so-called "replacement" stage of the Militarization Plan, and it is in connection with the implementation of that phase that the present questions arise.

In general, the questions that have come to our attention can be summarized as follows: "When may I expect to be called into active service?" It is, of course, impossible to answer this specifically in any given case because of its dependence upon matters beyond control, such as immediate needs of the military services as brought about by developments of the war, the quality of replacements received by the NACA, the probable supply of replacements, et cetera. Certain of the facts, however, that influence the replacement schedule are determinable and are discussed in the following paragraphs.

### Three Basic Principles

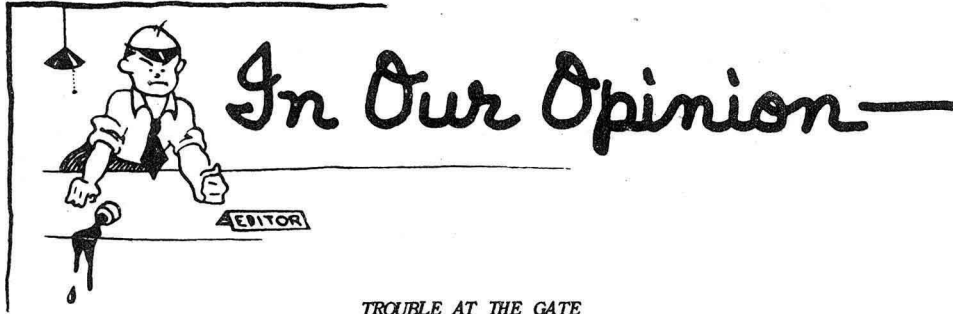
There are three basic principles involved: (a) That vacancies in any given

Continued on page 4

## NEWS FLASH!

The President of the United States reappointed, on December 1, Dr. Jerome C. Hunsaker and Dr. William Frederick Durand to the National Advisory Committee for Aeronautics for five years.

Dr. Hunsaker is the present chairman of the Committee, and Dr. Durand is a member of the original committee and served as chairman during World War I. At present, Dr. Durand is chairman of the Subcommittee on Jet and Turbine Power Plants.



**TROUBLE AT THE GATE**

Maybe it's the cold weather; maybe it's the lingering morning darkness; but whatever it is, something is holding up the line of traffic at the main gate in the morning.

The M.P.'s stationed at the gate have some definite ideas about the trouble. The consensus of their opinion is that there are too many cars trying to use the same gate at the same time. Their suggested remedies are: the building of a new gate, the staggering of shifts, or more use of the newer west gate. With the construction, manpower, and gasoline difficulties being what they are these seem impossible; however, traffic should be lessened when some activities move to their new quarters in the west area.

Along the line of more feasible suggestions, the guards have asked that drivers endeavor to keep their cars as close together as possible and to speed up whenever motioned ahead by an M.P. They also would like to see every passenger have his or her badge in a prominent place so that all badges can be seen as quickly as possible. On these cold mornings, windows and windshields are frequently clouded with steam and the boys at the gate say it would help a lot if drivers would lower a window so that badges could be seen more easily.

We know that the fault is not the drivers' alone. There are times when delay is caused by the men at the gate. Sometimes they fail to start traffic in a double line until the cars are lined up nearly a half mile down the road. Frequently, that is due to shortsightedness (in more ways than one) on the part of the guards. Just as frequently, it's the fault of the manpower (or should we say guardpower) shortage. Yes, strange as it seems, the Army also is faced with this problem. It takes five men to run traffic by in a double line. A man is needed to direct the line at either end, two are needed to check cars in the center, and one more is used in checking the buses. For the past few weeks, there have been only four guards on some of the shifts.

Maybe moving some activities to the west area will help. That will be done as fast as construction is completed. Maybe the Administration would agree to staggered shifts, although that would play havoc with existing riding combinations. Maybe all of us drivers could help by being more cooperative with the guards. We agree that it's no fun to sit in a cold car on a cold winter morning and poke along toward the gate, but it's certainly no more fun for the guards. Their job at the gate is not to keep us off the base but to help us get on. It's worth remembering.

**A NEW FACE, A NEW NAME**

This week we have a new face. As you can plainly see, we have ceased to be the *Bulletin* and have now become *Air Scoop*.

There was no particular reason for the change. We have been wanting a new name for some time. As a matter of fact, we asked for suggestions more than a year ago, but the results were negligible.

The credit for the design of the new masthead belongs to Dot Severance, our Art Editor, who has been devoting a heck of a lot of time to the paper in recent weeks. Her cartoons have helped us--no end.

In addition to this face, we also have a new face in the office. Mrs. Claire Burki, a new employee, has been assigned to us on temporary loan. We're very glad to have you, Claire, and we hope you enjoy your stay with us.

The LMAL Air Scoop, 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 2376.

Editor . . . . . Tiny Hutton  
 Managing Editor . . . . . Ruth Angel  
 Art Editor . . . . . Dot Severance  
 Photographer . . . . . Donald Foster  
 Vari-Typists . . . . . Laura Lineback  
    Marie Miller

Printed by . . . . . Mechanical Reproduction Staff  
 Reporters. . . . . LMAL Employees

**WE'LL HELP YOU GET RIDE HOME**

In an effort to comply with the request that travel by public transportation be curtailed during the Christmas holidays, the Bulletin is sponsoring a "share-the-ride" service in an attempt to fill all private automobiles which will be used for trips during that period.

Anyone planning a trip and who has vacancies in his car, is asked to send a note to the Bulletin Office, Service Building, listing his name, destination, departure and return dates, and the number of vacancies. The plan will be worked on a first-come-first-serve basis.

It is hoped that this plan will provide transportation for some who would not otherwise be able to travel due to the overcrowded conditions.

**WAR LOAN DRIVE PASSES MIDMARK**

The Laboratory's campaign in the Pacific War Loan Drive shows good prospects of going over the top as cash sales of bonds passed the half-way mark with a total of \$33,355.30 at the close of work last Tuesday.

Starr Truscott, chairman of the campaign, announced that the area standings are as follows: Administrative, \$12,792.71; Full-Scale, \$11,473.22; and West, \$9,089.36.

A study of the results of the drive so far shows that many sections have already passed their quotas. They are: Administration - Library, 24-Inch Tunnel, Physical Research, Planning and Procurement, Apprentice Administration Office, Mechanical Service Division, Technical Service Department Office, Fiscal Division, Executive Offices, Telephone and Receptionists, Research Staff Office, Research Personnel and Records, Instrument Development, Electrical Shop, Office Machines Sections, Editorial Office, Projects Section, Office Service Division Office, Administrative Offices, and Instrument Service. Full-Scale - Aircraft Loads, East Computers, Cowling and Cooling, Stability Analysis, Stability Research Division Office, and 8-Foot High Speed. West - West Engineering Section, and Supersonic Tunnel.

November 1944  
 W T W T F S  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30

December 1944  
 W T W T F S  
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

**COMING EVENTS**

Dec. 8 - Engineering-Full Scale Dance, Hampton Armory, 9 'til 12 p.m.  
 Dec. 8 - Hampton Little Theatre Presentation "Ah, Wilderness", Hampton High School, 8:15 p.m.  
 Dec. 9 - Don Cossack Chorus, Hampton Institute.

# SPORTS



Structures Research walked off with the touch football league championship last Sunday by defeating Tank, 25-0. They meet Flight in the season's finale Sunday at 11 a.m. at the Darling Stadium in Hampton. Team members are, left to right, front row: Manny Stein, guard; Walter Woods, guard; Len Bartone, back; Howard McCracken, back; and John Neff, back; second row: Jim Rafferty, back; George Zender, back; Captain Dave Ochiltree, end; Ross Levin, guard; Dumbo Dobrowski, back; and Bill Hichman, back; third row: Cal Schmeiter, guard; Harold Crate, center; Gus Boughan, back; Dan Farb, guard; and Ed Kruszewski, center; last row: Andy Anderson, end; John Eppler, end; Sam Rosenfeld, guard, and John Houbolt, end. Absent when the picture was taken were: Joe Kempner, back; Murry Schildcrout, back; Einar Lundquist, guard; and Tony Romeo, guard.

by Bruce Amole

A hard fighting Structures team downed Tank 25-0, to remain undefeated for the season and put a clincher on first place in the league standings.

John Neff started things off early in the first quarter with a short pass to Andy Anderson for a touchdown. Anderson tallied 18 of his team's points to mark him as one of the outstanding offensive ends in the league. The second touchdown came on another pass to Anderson, this time from Gus Boughan. Boughan also converted on the first score. Structures led at the half 13-0.

Structures came back in the third period with a long pass from Dobrowski to Anderson who eluded three Tank men to score. The final tally was made on a long run by Dave Ochiltree after he had intercepted a Tank pass.

Tank put on several sustained drives, one of them carrying to the Structures four yard line, but were unable to score. Amole, Damratowski, Leis, and Zeck played stellar roles for the losers.

### AWT TIES LOADS, 0-0

In one of the hardest fought games of the season, AWT and Loads played to

a scoreless deadlock. The hard rushing AWT line, guard John McKee in particular, put a crimp in the Loads passing attack. Pat Cancro was able to spot his receivers frequently however, and several passes to lanky Stan Spooner almost amounted to scores.

Both teams displayed very effective defenses and most of the play was kept within 20 yards of midfield. AWT put on a sustained drive in the second quarter that carried to the ALD-19' 12 yard line. Loads' most noteworthy threat came in the fourth period when they got within the AWT ten yard line. Ray Comenzo intercepted a Cancro pass to halt the threat.

### 8'-LTS WINS OVER PRD

Behind the passing of Arvo Luoma and the running of Felix Beiduk, 8-Foot topped Physical Research 12-0.

Cletus Vincke drew first blood for the winners in the second quarter with a touchdown run. A pass from Luoma to Beiduk scored in the third quarter for the other tally.

### IRD DOWNS 16-FOOT

IRD finally broke into the win column at the expense of 16-Foot 13-0.

## ELECTRICAL OFFICE IN NEW QUARTERS

The Electrical Office staff became the first section to occupy some of the new construction in the west area when they moved into their new building last week. Located north of the West Area Model Shop, the structure will eventually house the Electrical Storage Unit, now in the Full-Scale Tunnel Building; the Electrical Shop, now in the Utility Building; and an additional 200 line automatic telephone exchange.

Among the outstanding features of the new building are its pink walls and green doors. Of course, the girls in the office say they are rose and aqua, respectively.

The Buildings and Grounds Section of Construction and the West Engineering Section are scheduled to move into their new quarters sometime this week.

★ ★ ★

## ENGINEER'S CLUB TO HEAR STIRLING

Mathew W. Stirling, Chief of the Bureau of American Ethnology of the Smithsonian Institution will address the Engineer's Club of the Virginia Peninsula in the Apprentice Athletic Building of the Newport News Shipbuilding and Dry Dock Company at 8:00 p.m., December 7, 1944 on the subject "Exploring Hidden Mexico."

The field work of Mr. Stirling in archeological and ethnological exploration has been in North, Central, and South America, Europe and the East Indies. He is an authority on North American Indians and is author of a number of articles for the National Geographic Magazine.

Admission to the program is by ticket only. Laboratory employees interested in getting tickets should call 2360, 2212, or 2284 and leave their names. Tickets will be sent out as long as they are available.

After a scoreless first half, a third quarter pass, Hansen to Fuhrmeister, accounted for the first score. Taubenslag passed to Jefferies for the extra point. Later in the same period, Taubenslag passed to Jefferies for the other touchdown.

### Standings:

| Team        | Won | Lost | Tied | Pctg. |
|-------------|-----|------|------|-------|
| Structures  | 8   | 0    | 0    | 1.000 |
| AWT         | 7   | 1    | 1    | .833  |
| Flight      | 6   | 1    | 1    | .813  |
| 8'-LTS      | 4   | 2    | 2    | .625  |
| ALD-19'     | 4   | 2    | 3    | .611  |
| PRD         | 4   | 3    | 2    | .555  |
| Shops       | 3   | 3    | 3    | .500  |
| Stability   | 3   | 3    | 2    | .500  |
| Tank        | 3   | 5    | 1    | .388  |
| PRT         | 1   | 4    | 3    | .313  |
| Engineering | 2   | 7    | 0    | .222  |
| IRD         | 1   | 6    | 2    | .222  |
| 16-Foot     | 0   | 9    | 0    | .000  |

# REPLACEMENT

(Continued from page 1)

category will generally be filled before replacements in that category are to be made; (b) That no employee in the ACER will be called to active duty until he has been replaced by an employee who, in the judgment of the NACA, has suitable qualifications and has been adequately trained by the NACA for the work to be performed. All such cases will be reported by the NACA to the Army-Navy-NACA Personnel Board for appropriate action by the War Department. (c) The Army at the present time is interested chiefly in obtaining only men under 26. In addition it has been decided that, insofar as efficient operation of the LMAL is concerned, it is practical to have in training only 145 replacements at any one time. There are at present 504 members of the ACER affected. In making replacements, the youngest and least essential will be replaced first.

### 231 Vacancies Remaining

To assist in filling the Laboratory vacancies and to carry out the replacement portion of the Plan, the Army has first made available to the NACA the enlisted personnel of the Army Air Forces within the continental United States, who are 26 years of age or over, and those who have been returned from overseas duty, regardless of age. The recent recruiting from this source resulted in the Laboratory obtaining 38 men toward filling 225 professional vacancies and 232 men toward filling 276 subprofessional vacancies. During this same recruiting program only 21 professional employees (5 physicists, 3 mathematicians, and 13 men for construction work, et cetera) were recruited for replacements while 102 subprofessional employees were recruited as replacements. As is indicated by the above recruiting figures, the recent Army recruiting program was successful in obtaining qualified personnel to fill a large proportion of our subprofessional vacancies, as well as making substantial progress in the replacement of our subprofessional militarized personnel under 26. The small number of qualified professional recruits so far obtained from the enlisted ranks of the AAF enabled the Laboratory to fill only a small proportion of the professional vacancies, and a still smaller proportion of professional replacements, these latter being in the grades and categories in which no Laboratory vacancies existed. As will be noted, there are still 231 vacancies remaining to be filled. These are divided into various categories as follows:

|                                |    |
|--------------------------------|----|
| Naval Architect                | 6  |
| Aeronautical Engineer          | 83 |
| Electrical Engineer            | 42 |
| Mechanical Engineer            | 35 |
| Physicist (above P-1)          | 15 |
| Structural Engineer (Research) | 6  |
| Aviation Metalsmith            | 5  |
| Aircraft Modelmaker            | 5  |
| Electrician                    | 5  |

\* \* \*

|                  |    |
|------------------|----|
| Draftsman        | 13 |
| Instrument Maker | 2  |
| Pattermaker      | 3  |
| Toolmaker        | 10 |
| Engineering Aide | 1  |

These figures are as of this date and vary from day to day since they are affected by turnover and hiring. They do not include an increase in the Laboratory complement recently approved by the President, and which is being considered by the Congress at the present time. As stated in paragraph 3 (a) vacancies will be filled first. "Vacancies" will include not only those now existing, as enumerated above, but also those provided for in supplemental estimates of appropriations now pending before the Congress and expected to be enacted into law before the end of the year. A second phase of the program of recruiting from the AAF personnel aims at obtaining men passing through their regular redistribution centers. This source includes both officers and enlisted personnel.

### Will Not Interrupt Work

The replacement of personnel will be accomplished without interruption of Laboratory work. Thus, although the previous experience and education of a replacement may serve as adequate qualification for the general requirements of a given position, a transition or training period generally will be required. In certain cases, particularly in subprofessional grades in the usual trades, it has been found that a special training period is unnecessary, but it is expected and planned that, for most cases, training on the job will be required before satisfactory replacement can take place. The time required for training depends, of course, upon the capabilities of the man being trained and the type of work in which he is engaged. It is obviously impossible, therefore, in most cases to set anything approaching a definite time for a man's replacement until after the trainee has been on a particular job long enough to judge his capabilities.

When it has been decided that a new man is a satisfactory trainee for a given position, the man to be replaced will be notified that a man is in training to replace him. It can not be specified when a given replacement will be made. In all cases when a trainee has finally demonstrated ability to fill a given job, the man being replaced will be notified that his name is being reported to the military authorities as being available for call to active duty. The time that will ordinarily elapse before a man is ordered to active duty will be known more definitely after the initial groups have been called to active duty.

If you have need for additional information concerning your particular case, the Personnel Officer will endeavor to assist you in every way possible.

# AIR SCOOP SPONSORS PICTURE CONTEST

Camera enthusiasts of NACA will be given the opportunity to publicize their efforts and compete for valuable awards in the photographic contest being sponsored by Air Scoop. Restrictions are few and opportunities big, so get out your best prints and enter them early. They will be judged from the standpoint of artistic and photographic excellence and interest of subject matter. All pictures will be held for the final selection and the announcement of winners will be made in the January 12 issue of Air Scoop.

The rules are as follows:

1. Prints must be at least 5" by 7" mounted or unmounted.
2. Black and white or toned prints are acceptable.
3. Subject matter should be confined to scenes on the Peninsula.
4. The pictures must have been taken in the calendar year 1944.
5. Technical data, including the following, must accompany each print.

Name . . . . . Section . . . . .  
 Camera . . . . . Film . . . . .  
 Shutter speed . . . . . f stop . . . . .  
 Filter . . . . . Developer . . . . .  
 Paper . . . . .

6. Any NACA employee may participate except members of the Air Scoop staff.
7. Prints must be submitted to the Air Scoop office on or before January 1.

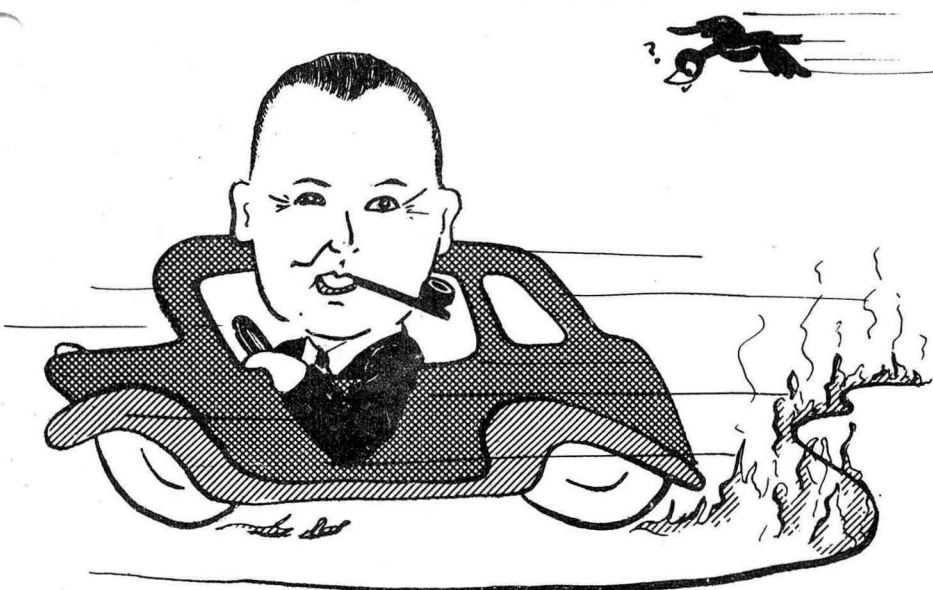
As we go to press, the prizes to be awarded and the names of the judges have not been definitely decided. They will be announced in next week's edition of Air Scoop. Meanwhile, look over your prints and select the best ones. Or, if you're a newcomer to NACA, get out your camera and take some pictures in time for the contest.

# FORMER EMPLOYEE ADDRESSES GROUP

Fred E. Weick, Chief Engineer, Engineering and Research Corp., Riverdale, Md., addressed the November 29 session of the New York convention of the American Society of Mechanical Engineers on "Postwar Aviation and Its Effect on Our Industrial, Economic and Social Life." Weick was formerly connected with the Laboratory as Assistant Chief of the old Aerodynamics Division. While here, he did outstanding work on airplane stability and improvement of propellers and was responsible for the development of a new plane design, the W-1. He left the NACA in November, 1937, to take over his present position.

Other speakers on this topic at the convention included T. P. Wright, Director of Civil Aeronautics Administration and member of the NACA, and William B. Stout, Director, Stout Research Division, Consolidated Vultee Aircraft Corp.

# LANGLEY SKETCHES



If you're in a line of traffic, poking along, and you see a black streak shoot by at a terrific rate, have no fears for it's only "Cannonball" Turner, famed for his fast driving and his work at the 19-Foot Tunnel.

Harold R. Turner, Sr. is the engineer-in-charge of operation, set-up, and maintenance at the 19-Foot Trestle Tunnel, and one of the Lab's oldest employees in point of service.

His life had its beginning on the Eastern Shore of Maryland, in the town of Ridgely on July 30, 1894. There were nine other children in his family, which he says was not unusual for rural families at that time. While a boy, he took a fling at farming and at clerking in a store, but didn't care much for either; the pace was too slow. He liked fox hunting much better and he and his pony often were seen on the chase over the Maryland farm lands.

After graduation from high school, he went to New Jersey and started work in a garage. He later served his apprenticeship as a tool and die maker. The beginning of the last war found him with the Curtis Corporation as assistant experimental engineer at their wind tunnel. He managed to get married sometime along here, but doesn't remember the actual date.

#### *A Turn With Liquid Fire*

Turner had a yen to get in the Army and his work with Curtis made him a natural for the Air Corps, so he enlisted. Prospects for getting overseas seemed rather slim, so he soon transferred to the Engineers and then to Ordnance. With the latter, he went into the chemical warfare branch and was put to work at Edgewood Arsenal loading grenades and shells with liquid fire. One day Sergeant Turner and seven other men were hard at work when a nearby tank burst under high steam pressure and the 100 percent phos-

phorous solution that they were using ignited. Four men were burned to death and three escaped through the door. Turner jumped into a tank of water and stayed under, breathing through a hose, until help arrived. They fished him out, badly burned and more dead than alive, and rushed him to the hospital. It was 13 days before his wife was allowed to see him. During the next three and one-half months he was totally blind, and it was a total of 54 weeks before he was released from the hospital. During this time he was offered a commission as first lieutenant but he refused it.

#### *Comes NACA*

After his discharge, Turner went back with Curtis in his former capacity. Funds and work were both running rather low and he was looking around for other prospects when he was asked to escort a visitor around the plant. The visitor was Dr. George W. Lewis. Dr. Lewis suggested that he write to Mr. Victory. Result - Turner showed up at Langley on August 13, 1921. He went to work at AWT as a mechanic.

Turner's work here has included a large share of installation, operation, and maintenance at the VDT, high speed tunnels, and 19-Foot Tunnel. Between the Lab and the Curtis plant, he estimates that a total of 20 wind tunnels have been under his charge at one time or another.

#### *The Trip To Florida*

Turner has always taken a great interest in shooting, and when a delegation from the local rifle club went to the National Small Bore Rifle Matches in St. Petersburg, Florida in 1940 he went along to see how the big meets were run off. The local shooters accompanying him were H.J.E. Reid, John Stack, Carlton Kemper, and Bob Pinkerton. While at the matches, Turner was asked by Reid to get some movies of the

## O.D.T.ASKS CUT IN HOLIDAY TRAVEL

In an effort to hold down the rise in travel that normally occurs during the Christmas and New Year holiday period, all Laboratory employees are asked to heed the request of the Director of Defense Transportation that unnecessary travel by public transportation be curtailed from December 15 through January 8.

The request has been made because military and essential civilian demands on all interstate passenger transportation facilities have not abated during the past year but, on the contrary, have become heavier.

At the same time, all Government agencies have been asked to curtail government business travel during this period and to avoid the calling of meetings that would involve travel.

LOST: Half of black and white parker fountain pen. Phyllis Gisman, Building and Grounds.

shooting. Shortly after the order had been given to commence firing, a loud speaker bawled out, 'Cease firing!'. The shooters were burned up about having to stop. The loud speaker continued, 'A gentleman from Pathe News would like to get some pictures of the firing line.' Stack, Reid, et al, lifted their heads and all but went into fits of laughter as they saw Turner walking down the line with his camera turning away. It wasn't until he reached the end of the line that he noticed that the lens had been covered all the time.

On the way back, Turner's high speed driving got him into trouble for the only time. He was breezing through South Carolina when he noticed a cop parked on the side of the road. The officer didn't start to chase him (so he thought) so he pushed down on the accelerator. He went on for more than forty miles, running between 100 and 110 miles per hour, but was finally showed down by a line of trailers. The cop pulled up, with the sheriff and the justice of the peace in the car. Turner was accused of flying dangerously low and required to post a fifteen dollar bond. He has never returned to South Carolina.

#### *An Engineer Through Hard Work*

Turner's work here has been interspersed with hard study. He has been a frequenter of night schools and has had tutoring under various engineers here at Langley. His work was rewarded when he was given an engineer's rating several years ago.

Harold Turner is a proud man - proud of his two boys, Harold, Jr. and Bob, both of whom work here; proud of the fact that he bagged a six point buck during last week's hunting; and mighty proud of the 19-Foot Tunnel, of which he says, "I'll be happy working here until they build a better one and I don't think that will be happening soon."

## "THE VOICE" IS STILLED AWHILE

A ghostly silence reverberated through the Spin Tunnel building last week as the mighty voice of Anshel I. (Red) Neihouse was temporarily stilled following the removal of several tonsils. Inhabitants of the building and other buildings within a two-mile radius will be pleased to know that The Voice, who has become a well-known laboratory personality, will resume normal operations very shortly.

The loquacious Spin Tunnel section head returned to work early this week, unhappily but sincerely attempting to follow a no-talking diet prescribed by his physician. In furtive whispers, Neihouse told associates about his operation which was unique in medical annals in that the operating physician was assisted by a welder and a pneumatic drill specialist.

The head of the Neihousehold, four-year-old Shirley, made the following observations to an Air Scoop reporter: "The entire situation is astoundingly paradoxical. The uncommunicative gentleman bears an extraordinary resemblance to my father, and I have been assured by reliable authorities that it is indeed he, but I find it strains my credulity. Taciturnity was never the principal characteristic of The Pater. If I may paraphrase the immortal bard, 'Methinks he doth not protest enough'".

## CREDIT OFFICE TO CLOSE DEC.18 TO 31

The LMAL Federal Credit Union offices will be closed for the transaction of all business for two weeks, December 18 to 31 inclusive. Collections will be received only on December 21 in the West Area and only on December 22 in the East Area - hours 11:30 to 4:00.

No loans will be made during this two week period. Employees anticipating a need for Christmas cash should be sure to make application for loans before December 13. Further information may be obtained from Mrs. Modesta Roberts at 2247.

**HAG STAGGER DRAG**  
EAST ENGR DEC. 8TH 9:12 • FULL SCALE HAMPTON ARMORY

The East Engineering Section and Full Scale Tunnel Staff are sponsoring a "Hag-Stagger-Drag" affair at the Hampton Armory Friday night, December 8, Music will be furnished by Red Overton and his orchestra and dancing will be from 9 'til 12. Tickets are only \$.99 and may be obtained from any member of the Engineering Section or Full Scale Tunnel.

## LIFE at the LABORATORY

**WEDDING BELLS:** Dick Davey, 16-Foot Tunnel, stamped his priority on his home town girl when they were recently married in Norwick, New York....Edwin Carrol Kilgore, East Engineering, is planning to follow the crowd down the road of ill-fate. He recently placed a ring on the third finger left hand of Ann Cato Hitch, Portsmouth.

**PARTIES:** Due to his fiendish actions at the AWT party last Saturday night, Bob Shack has been dubbed "Comenzo, Jr". Rita Rockliff, PRT, claims Bob has a style all his own....The Free Flight Office was the scene of a big Thanksgiving dinner Thursday, November 23. Hartley A. Soule and Aubrey Harris were guests-of-honor. The menu consisted of: chicken (prepared by the stronger sex - it was agreed that it would take the stronger sex to digest Herman Ankenbruck's conglomeration), potato chips, olives, pickles, celery, cranberry sauce, fruit, nuts, hot buttered rolls, pie, cake, and cokes. Bernie Maggin contributed an apple pie which he declared was "made with my own lily white hands" - upon this declaration the pie was carefully avoided....Impact Basin staff threw a party last week at Sid Batterson's apartment in honor of Jack Westfall and Margaret Vann who took the final step Wednesday, November 29.

## DR. LEWIS

(Continued from page 1)

received the Daniel Guggenheim medal in 1936 for his efforts in this connection.

The "Spirit of St. Louis" medal awarded Dr. Lewis is presented approximately every three years to the person who has contributed most to the advancement of aeronautics. Instituted

in 1929 through an endowment fund created by the citizens of St. Louis, the medal has previously honored Daniel Guggenheim, Paul Litchfield, Will Rogers, James E. Doolittle and John E. Younger.

FOR SALE: Blunch tiger aero with coil. Price \$15. Also balsa wood, silkspan, dope, etc. Paul Marchal, West Engineering.



The current display of captured enemy equipment on exhibit in the Administration Building was lent to the NACA by the Army for the Sixth War Loan Drive. Conrad Lahser, of the Training Division, arranged for the exhibit with the cooperation of Capt.

George J. Miller of the Army Office of Information, Special Services Division. All the weapons and miscellaneous items shown are of German, Japanese, Italian or Czechoslovakian origin and were actually captured on the battlefields

## WATCH FOR NEXT GREEN COW