

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 29, Vol. 5

Langley Field, Va., July 19, 1946

Page 1

Research Leader Passes



Starr Truscott

33 TO TEE OFF IN GOLF TOURNEY

A field of 33 entries will tee off at the Hampton Country Club, beginning at 3:30 Saturday afternoon, in the first annual NACA golf championships with prizes totalling more than 100 valuation in store for the winners.

Six silver trophies will be awarded for permanent possession of the winners, for the top three places in gross and net brackets. A perpetual trophy for the low gross winner has been donated to the tournament by Al-

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CIVIL SERVICE TO REOPEN EXAMS

It has been announced that the Civil Service Commission will reopen examinations once each quarter to veterans granted 10-points, or disability preference in examinations, and certain others granted 10-point preference. Examinations may be reopened for any position to which a probational appointment has been made within the past three years.

The following persons are entitled to ten-point preference: (1) Those

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STARR TRUSCOTT DIES SUDDENLY IN SIXTIETH YEAR

Starr Truscott, Chief of the Hydrodynamics Research Division, and world acknowledged leader in the design and operation of high-speed towing basins, died suddenly at his home in Fox Hill Wednesday at 1:30 p.m., the victim of a massive cerebral hemorrhage due to high blood pressure. He was in his sixtieth year.

Truscott was examined at Johns-Hopkins hospital in February and it was known at the time that his blood pressure was very high. However, he had the greatest desire to remain at work and since his doctors considered him in good condition he continued work. On Tuesday evening he attended the meeting of the Hampton rotary Club and talked with his wife about the meeting after he returned home. At 11:30 he complained of a slight tingling in his fingers and retired. When he became noticeably ill fifteen minutes later his wife called his physician. Upon the arrival of the physician fifteen minutes later, Truscott was still conscious but passed into unconsciousness shortly thereafter. He never regained consciousness.

A descendant of the original Starr family that landed at Plymouth Rock in 1635, he is survived by his wife, the former Katharine Morse, two sons, Corp. Starr, Jr., of Camp Polk, La., and Francis Drake, and two daughters, Katharine Noel, an employee of the Laboratory, and Nancy Jane.

NATIVE OF CLEVELAND

He was born in Cleveland, April 27, 1886, the son of William H. and Helen (Starr) Truscott. He was educated in the public schools of Cleveland and attended the Massachusetts Institute of Technology for a year. He was graduated from the University of Michigan with the class of 1909, with a Bachelor of Science degree in Naval Architecture.

Following his graduation he came to Newport News where he was employed for a year at the Newport News Shipbuilding and Drydock Company. He then returned to the Great Lakes region where he continued working in shipbuilding.

In 1913 he went to Panama where he designed the lock caissons of the Panama Canal as well as the first bridge over the canal. He served as assistant engineer of the Panama railroad and was the first admeasurer of the canal, set-

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Editor. Tiny Hutton
Associate Editor. Ruth Angel
Art Editor. Harry DeVos
Staff Photographer. Bill Taub
Reporters Langley employees

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TRIBUTE TO A DISTINGUISHED SCIENTIST

The following tribute was paid to the late Starr Truscott by Dr. George W. Lewis, Director of Aeronautical Research for the NACA, upon the occasion of the former's untimely death:

"The passing of Starr Truscott of the National Advisory Committee for Aeronautics brings a loss that will be felt far beyond the bounds of the organization for which he worked. As director of the Hydrodynamics Division of the NACA's Langley Field Laboratory since 1929, he was responsible for development of some of the most refined and modern facilities in the world for study of the hydrodynamics of flying boats. He pioneered innovations in towing tank design previously considered impossible, and as a result has given this country equipment for this study unequalled elsewhere. His direction of hydrodynamic research has had a great influence on this full field of study, and the results are to be found in the design of nearly every flying boat operating today. . . . His passing means a loss to the whole country, as well as to the NACA who deeply appreciates his contributions.

* * *

"In the passing of Starr Truscott the Langley Laboratory and the NACA as a whole have suffered a severe loss. Our Director has often said that the Laboratory is made up not of bricks and mortar but of the men and women who compose the staff. Starr Truscott has been a leader in the building of this Laboratory and has contributed in an important degree to its standing in the scientific world. In addition to his technical accomplishments he was a gentleman in the highest sense and had the respect and affection of all his associates on the Laboratory staff, of members of the engineering world outside, and of a wide circle of friends in the community."

Elton W. Miller, Acting Engineer-In-Charge

* * *

(AN EDITORIAL)

Death has claimed Starr Truscott at 60 and the man who astounded them all when he proposed to lay a half-mile long concrete basin on the mud without the use of piling and to run its towing carriage on pneumatic tires on flat rails instead of steel wheels on machined rails is no longer among us. Starr Truscott designed his tank, built it, and ran it for fifteen years, adding immeasurably to the world's knowledge in the science of hydrodynamics.

Nor was research his only interest for he well realized that man needs to supplement his work with other interests in order to live a well-rounded life. The job that he did as chairman of the Executive Safety Committee and as chairman of our many War Loan, Red Cross, and Community Chest endeavors is one that, like his contributions to research, cannot be measured in words, or dollars and cents.

Proud he was too of his family. He stemmed from original Plymouth Rock and mid-west pioneer stock. His pride and joy was his own flock, two boys and two girls, "my balanced organization" he called them.

No comment on Starr Truscott could ever hope to be complete without mention of his power of speech. He was possessed of a vast knowledge of engineering and countless other subjects and a mellifluous voice (so described by the "Army Hour" announcer who interviewed him on the air) and he combined the two to hold many listeners spellbound as he simplified the most difficult problem or, raring back with a good cigar, meandered glibly about Panama and the canal, or Kipling, or the Navy's big dirigibles, or Ohio politics in the old days, or Alaska "where the strawberries come ten to the pound and the coal beds have only one and one-half percent ash," or the history of the NACA, or his boyhood home in Ohio, to which he was going to return someday when he retired.

He seldom seemed to be in a hurry and it continues to puzzle many how he could have accomplished all he did in his span of life.

His extensive government service, begun in Panama in 1913 has come to its end and our friend has gone from among us, returning to the land he loved so well, where he wanted to go when his work was through so he could rest.

TRUSCOTT

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ting the rates to be charged ships passing through.

DIRIGIBLE WORK

Two days after the United States entered World War I he was called to Washington where he took a position as chief engineer to the Joint Army-Navy Airship board. He remained in this field of work for several years and in 1921 was named Assistant for Lighter-than-Air for the Naval Bureau of Aeronautics. He assisted in the design of the giant dirigibles Shenandoah, Akron, and Macon, and is credited with introducing the idea of housing airplanes inside the dirigibles, thus rendering them more potent as weapons of war.

In October, 1926, he left the Navy and became a member of the NACA staff in Washington, where he remained until his assignment at the Langley laboratory on October 1, 1929.

DESIGNED TANK

His first job at Langley was the design of the first high-speed sea-plane towing basin to be used for testing the hulls and floats of sea-planes and flying boats. In this connection he made use of his vast knowledge of the "tricks of the trade" employing several revolutionary ideas in the design and construction of the basin. His associates regard this basin, floated in the mud without the use of piling, as his greatest achievement and as one of the outstanding contributions to the science of aeronautics and hydrodynamics. When the tank was completed he was entrusted with the direction of its research program. This position he filled with distinction until his death. He gained world renown for his work in 1938, was invited to Germany where he spoke before the annual meeting of the Lillienthal Society.

CIVIC LEADER

He was particularly active in his work at the Laboratory, serving as chairman of the Executive Safety Committee and as chairman of various war loan, red cross, and community chest campaigns. He expressed a great interest in civic affairs and was affiliated with many organizations throughout the community, among them the Hampton Rotary Club, of which he was past president; the Tidewater Automobile Club, of which he was vice-president; the Fox Hill Parent-Teacher Association; the Newcomin Society; the Engineers' Club of the Virginia Peninsula, serving as a member of its Executive Advisory Council; and the Hampton Rifle Club.

In addition, he was associated with many national societies in keeping with his high place in the field of science. For 33 years he was a member of the American Society of Civil Engineers; the Institute of Aeronautical Sciences ranked him as a fellow; and he was included in the

(Continued on page 3)

NACA NETTERS WIN FIRST MATCH 5-4

In its first team match of the season played last Sunday, the NACA tennis team defeated the Hilton Village B team 5-4. NACA captured three of the six singles matches and two of the three doubles.

Results of the matches were as follows: Jack Cannon, NACA, defeated H. Fond, 6-3, 6-2; Johnny Campbell, NACA, took a 6-3, 7-5 victory over Bill Matthews; Roy Anderson, Hilton, defeated Howard Edwards 4-6, 6-0, 6-2; John Holland, Hilton, took a 6-3, 6-3, victory from John Kelly; Bill Jordan, NACA, defeated Ivan Spain, 6-3, 6-2; and John Fond, Hilton, defeated Leo Rogin, 6-3, 6-3. In the doubles Cannon and Jordan, NACA, defeated H. Fond and Anderson, 3-6, 6-3, 6-4; Campbell and Haynes, NACA, defeated Holland and Spain, 3-6, 6-2, 10-8; and J. Fond and Matthews, Hilton defeated Phillips and Dunlap 6-1, 6-0.

The current standing of the ladder is as follows:

No.	Player	Section	Phone
1	Erwin	FGDA	2248
2	Cannon	S.E.P. (East)	2352
3	Campbell	FFT	2282
4	Edwards	Inst. App.	4409
5	Kelly	PRD	4597
6	Jordan	E. Eng.	2251
7	Rogin	Loads	4439
8	Haynes	PAR	4537
9	Sperry	Const. Eng.	2336
10	Dunlap	ICL	2216
11	Griffith	Const. Eng.	2336
12	Webber	W. Eng.	4452
13	Phillips	FRD	2264
14	Martz	PAR	4537
15	Morgan	E. Eng.	2251
16	Ferguson	Class.	2331
17	Greenberg	8'HST	2292
18	Shanks	FFT	2235
19	Frost	DTOS	2246
20	Hagginbothom	PAR	4537
21	Weislo	IAL	4522

REORGANIZE GIRLS' SOFTBALL LEAGUE

The Girls' Community Softball League had been reorganized under the supervision of Coach J. M. "Suey" Eason of Hampton High School and two more teams, the Hampton Baptists and St. John's Episcopalians, have entered the league. All games will be played at the Southampton diamonds. The final playoffs will be held after one round of play has been completed.

LEAGUE STANDINGS

Team	W	L	Pctg.
Presby	1	0	1.000
Stability	1	0	1.000
Computers-19'	1	2	.333
16-Foot	0	1	.000
Hampton Baptists	0	0	.000
St. John's	0	0	.000

WANTED: To rent small trailer. Dave Ullman, IRD.

GOLF

(Continued from page 1)

bert's Sports Center and as soon as it becomes available will be engraved with the name of this year's winner. The six permanent trophies will be on hand for the match however and will be awarded at the Hampton Country Club following the final round on Sunday. Trophy presentation is expected to take place at approximately 7 p.m. Trophies have been donated by Hazelwood Sports Center, Johnson Appliance Co., and Albert's.

Favorites to cop low gross honors are Jim Bertoci, 16-Foot, who qualified with 76 and George Griffith, Structures, who turned in an average of 77. Other low qualifiers were: Norm Richardson, IRD, 82; Jack Brewer, Stability Tunnel, 86; John Hanks, IAL, 87; Sig Sjoberg, Flight, 87; Gordon Fitch, PRD, 88; and Wiley Jenkins, Erection Shop, 88.

The tournament will be played on the Hampton Country Club's 6146 yard, par 72, layout. A round of 18 holes will be played each day. Spectators are invited to come out and follow their favorites around the course and to attend the trophy presentation.

The tourney pairings and starting times are as follows: the Saturday time is listed first and the Sunday time last:

3:30 - 3:00	John Hanks, Dick Braig, and Buck Barber
3:35 - 3:05	Jim Bertoci, George Griffith, and Norm Richardson
3:40 - 3:10	Jack Brewer, Sig Sjoberg, and Gordon Fitch
3:45 - 3:15	Wiley Jenkins, Dave Ochiltree, and Tommy Toll
3:50 - 3:20	Lee Dickinson, Dave Buchanan, and Elmer Horton
3:55 - 3:25	Tom Carpini, Harold Crane, and H. I. Johnson
4:00 - 3:30	H. S. Johnson, Charlie Forsyth, and Ed Kruszewski
4:05 - 3:35	Art Vogeley, Lennie Bartone, Jack Reeder or Herb Hoover
4:10 - 3:40	Ted Himka, Bill Bates, and Dale Burrows
4:15 - 3:45	Chris Kraft, Bill Sperry, and E. H. Lillis
4:20 - 3:50	Everett Dunlap, Chet Weislo and Frank Hart

JOE HEIT at the LAB

Joe Heit, IRD. was passing out cigars last Monday in a manner typical of new fathers. He became the proud papa of a daughter last Saturday.

Dan Cupid seems to be. finding the report Typing section a rather fertile field. His most recent victim is Edna Auman who is engaged to Durward Hill of Norfolk.

Tennis enthusiasts. at East Engineering are issuing a challenge to any four man team to a match consisting of four singles and

FST TAKES OVER SOFTBALL LEAD

Adding the crest of a six game winning streak, the 8'HST softball team found the going too tough against Full Scale, going down 7-4 in the face of three hit pitching by Roy Lange.

Full Scale combined six hits off Liccini and Baals with seven 8'HST errors to tally once in the second, three times in the third, twice in the fourth, and once again in the sixth.

Pilotless Aircraft and pitcher Sammy Vollo came through with their third straight shutout, a 4-0 blanking of 16-Foot. Vollo gave up five hits and struck out nine. Haynes, Hagginbothom, and Clason each got two hits off losing pitcher Kurt Strass.

Low Turbulence added two victories to its record this week, dropping Loads, 10-2, and Structures, 4-1. Dale Burrows hurled both games, limiting Loads to three hits and Structures to one. Buck Barber was the big gun in the Loads game, getting three hits and driving in three runs.

IRD broke its losing streak of nine games, downing 7 X 10, 12-4. Eddie Polhamus pitched for the losers and was banged for 14 hits while his mates collected only three off Al Eickmeier. Ten IRD errors failed to help the losers.

In two games played the week before, Full Scale and Roy Lange limited West Shops to one hit, shutting them out, 8-0, and AWT topped Loads.

SOFTBALL STANDINGS

Team	W	L	G. B
FST	9	1	----
PAR	8	2	1
8'HST	6	1	1 1/2
19'PT	7	3	2
Low Turb	6	3	2 1/2
16' Tunnel	4	3	3 1/2
AWT	4	3	3 1/2
Structures	4	4	4
Dynamic Tunnels	3	4	4 1/2
Loads	3	5	5
7 X 10	2	6	6
PRT	1	7	7
West Shops	1	8	7 1/2
IRD	1	9	8

TRUSCOTT

(Continued from page 2)

membership of the Cosmos Club of Washington and the American Towing Tank Conference.

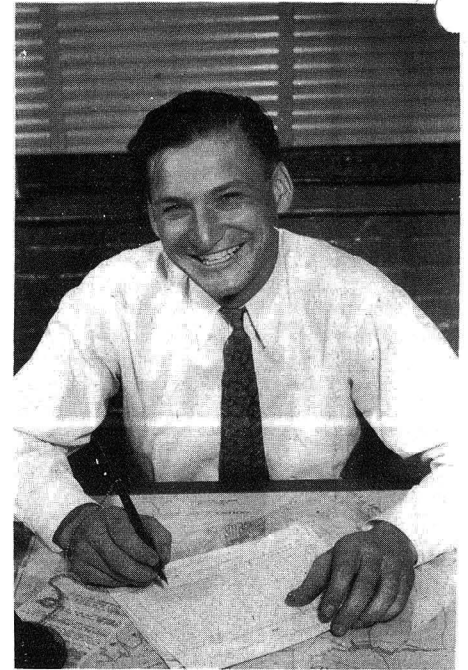
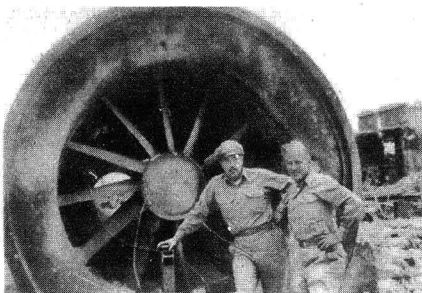
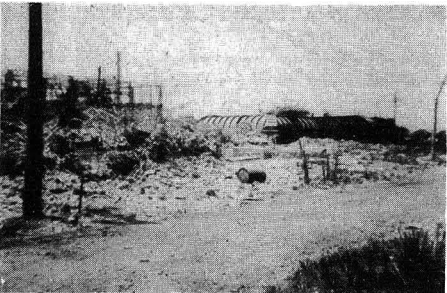
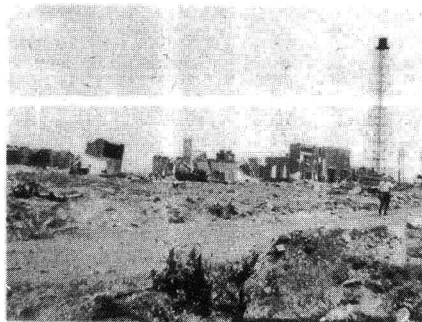
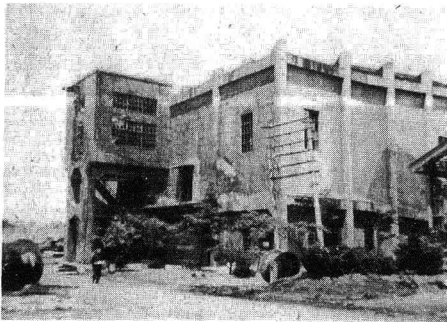
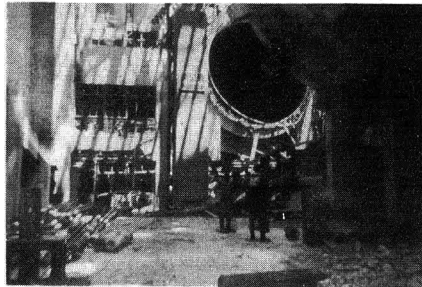
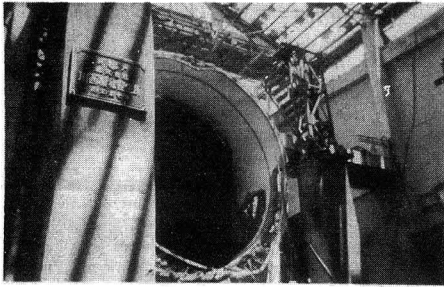
Funeral plans are at present incomplete, but the body will be taken to the family home at Birmingham, Ohio, for interment. The family has requested that flowers be omitted.

two doubles. Interested parties are asked to contact Ed Kilgore, phone 2251, and arrange a convenient date.

Phil Edge of Impact Loads. and Jackie, formerly of the same section, became the proud parents of an 8 pound, 6 1/2 ounce son, David Randolph, on Thursday July 11.

RUINS OF JAPANESE WIND TUNNELS

What's My Name?



The above pictures of the ruins of the Japanese wind tunnels at Tachikawa were sent in this week by Air Scoop's foreign correspondent Paul D. Taylor, formerly of the Training Unit. The two top pictures were taken inside the test section of the Full Scale Tunnel. Second row, the exterior of the Full Scale Tunnel and the remains of the Physical Research Building. Third row, all that is left of the 8-Foot High Speed Tunnel is the tunnel itself; all the test section and offices were completely destroyed. Correspondent Taylor and Major Justice are shown standing in front of the blades of one of the tunnels.

REOPEN EXAMS

(Continued from page 1)

ex-service men and women who have served on active duty in any branch of the armed forces of the United States and have been separated therefrom under honorable conditions and who have established the present existence of a service-connected disability or who are receiving compensation, disability retirement benefits, or pension by reason of public laws administered by the Veterans Administration, the War Department, or the Navy Department. (2) The wives of such service-connected disabled ex-servicemen as have themselves been unable to qualify for any civil-service appointment. (3) The unmarried widows of deceased ex-servicemen who served on active duty in any branch of the armed forces of the United States

during any war, or in any campaign or expedition (for which a campaign badge has been authorized), and who were separated therefrom under honorable conditions.

For further information concerning positions to which probationary appointments have been made during the past three years contact the Employment Office, telephone 2272.

WANTED: Ride from Copeland Park to West Area on 8:15 shift. John R. Hagerman, 7 X 10, telephone 4540.

NOTICE: Watch, chronometer, and chronograph repairing. Work guaranteed, O. H. Jones, 24-Inch High Speed Tunnel.

FOR SALE: Battery Park sloop in excellent condition. Completely equipped. Dick-Dingeldein or Benny Cocks, Full Scale Tunnel.

I was born some twenty-eight years ago in Schenectady, New York. I attended grade school and high school as every other normal child and upon graduation went to work as a machinist at the American Locomotive Company in Schenectady. I stuck to it for three years until I had an urge to see the South so I boarded the Southerner for Atlanta, G-A, that is, and spent the next four years studying mechanical engineering at Georgia Tech.

While there I played freshman football and managed to hold the position as catcher on the baseball squad for all four years. Immediately following graduation in 1942, I again caught the Southerner and ended up in Hampton. I came to work at the NACA June 3, 1942 and have been in the 16-Foot Tunnel ever since. I had been here only five months when I decided that I needed a female companion so I took a little leave of absence and went back to New York to marry my home town girl. I am the father of two beautiful young ladies age 2 years 9 months, and three months.

I enjoy all outdoor sports and have played on the 16-Foot softball, basketball, and touch football teams. For the past three years I have served as president of the NACA basketball league and am now president of the LMAL Recreation Association.

My most recent accomplishment took place about three weeks ago when I had to make a forced landing in one of the Peninsula Airport's aerocnas. I was flying at 3,000 feet over Yoder's Dairy when the engine threw a piston and I was forced down on the City Farm Property. Both the plane and I came out unscarred.

Pete Koryolinski