

AIR SCOOP

LANGLEY MEMORIAL AERONAUTICAL LABORATORY

"GREEN COW" TO ELECT COMMITTEE

The three remaining members of the executive committee of the Green Cow, Charlie Kelly, Sid Batterson, and Tiny Hutton, announced last week that a new committee for that organization will be elected during the next two weeks.

Four members will be elected to serve for a one-year term, and any member of the Laboratory staff is eligible for nomination. All nominations must be made on the form provided below for the purpose. Ballots should be filled out completely and returned to the Air Scoop Office before the close of work Monday, Dec. 17. Any ballots returned after that time will not be counted.

The 12 persons who receive the largest number of nominating votes will be named official nominees and will be voted on next week. An official ballot for this purpose will be provided in the next issue of Air Scoop.

(Detach this nominative ballot and return to Air Scoop Office)

I hereby nominate

For the Executive Committee of the Noble Order of the Green Cow.

Signed:

Section:

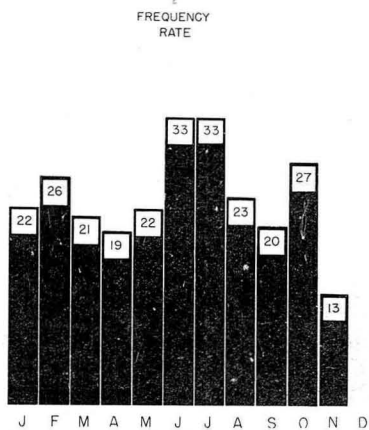
(This nominative ballot must be in the Air Scoop Office by 4:45 p.m. on Monday, December 17.)

LMAL EXCEEDS BOND QUOTA

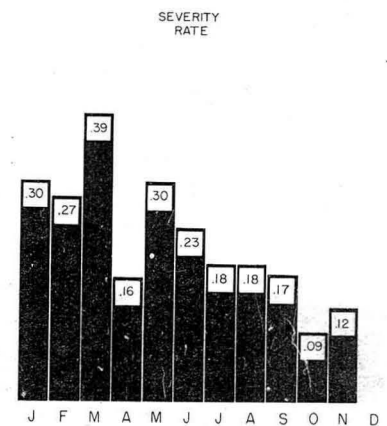
Starr Truscott, chairman of the Laboratory's Pacific War Loan Campaign, announced Wednesday morning that the cash quota of \$64,118 had been surpassed, and that if pay roll allotments live up to expectations, the combined bond purchases during the months of November and December will top the total quota of \$223,288.

ACCIDENT FREQUENCY RECORD SHOWS BIG IMPROVEMENT IN NOVEMBER

1944
NACA LANGLEY ACCIDENT STATISTICS
FREQUENCY RATE



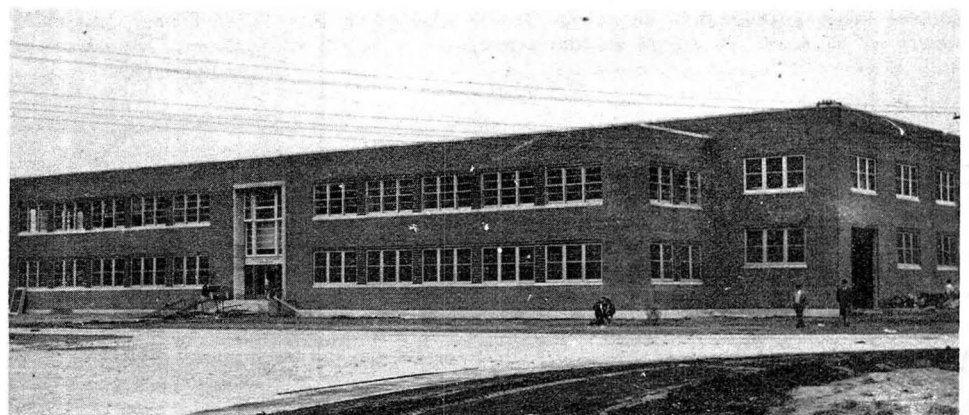
1944
NACA LANGLEY ACCIDENT STATISTICS
SEVERITY RATE



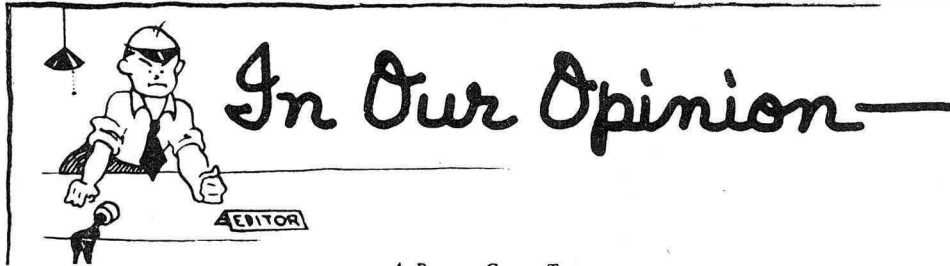
The charts illustrated give a picture of the accident record of this Laboratory in the past eleven months. There appears to be a drop in the severity rate over a period of the last six months, which means a corresponding decrease in the number of days lost due to accidents. The frequency rate, however, was not entirely satisfactory. But it is encouraging to note that in the month of November there were 50% less acci-

dents than in October.

The necessity of conserving all available manpower at this critical stage of the war cannot be over emphasized. Needless injuries are a waste of this manpower - war's most priceless commodity. Our Safety Committees and Safety Coordinators are working hard to develop safety consciousness in every employee of the Laboratory. With the complete cooperation of all employees this waste may, and can, be eliminat



Pictured above is the new Physical Research Laboratory in the West Area which officials say will be ready for occupancy in the very near future.



A Dream Come True

Two score and one year ago the Wright Brothers brought forth, on the shores of North Carolina, the first machine that carried a man and raised itself by its own power into the air in full flight. It sailed forth without reduction of speed and finally landed at a point as high as that from which it had started.

Orville Wright landed his craft in the sand after a twelve second flight and probably was brushing off the sand when his brother Wilbur dashed up breathless from the take-off point a little more than a hundred feet away.

The youthful brothers from Ohio made three other flights during the day, each serving as pilot on two, and then hastened several miles to the nearest telegraph station to send the news home that their dreams had come true; their machine had flown; and that they would be home in time for Christmas.

Back in Dayton, the Wright family must have been overjoyed at the news, but the desk editors on the big majority of the newspapers throughout the land completely ignored the story. It seems that the world was unprepared at the time to believe that such a thing was possible so the event went practically unnoticed.

Today, one could hardly say the airplane is unnoticed.

And so, as Bulletin Editor Lee Dickinson wrote last year, "As America coordinates its research and production facilities to make Uncle Sam's planes the best in the world, an appreciative nation harkens back to that bleak December day on the desolate expanse at Kitty Hawk where two brothers, imbued with the spirit of adventure and the desire to succeed, met a great challenge and came through with flying colors."

SNIFFLE TIME IS HERE AGAIN

Every fall and winter we run into several seasons - the back-to-school season, the Thanksgiving season, the Christmas season. In the midst of these all cubs the cold season. (Ed. note: We pause here for snuffle identification.)

Starting with the dropping temperature in the fall and continuing until the same time next year when it is superseded by a new edition of the same thing, the so-called common cold is responsible for more man hours lost and more sick leave charged than any other single ailment.

There are apparently no preventatives and few remedies for colds. Oh, the National Medical Association and numerous other groups including the National Foundation for the Prevention of the Common Cold by Decreasing Osculation have come forth with many suggestions that, if put into practice, should make the cold a thing of the past.

However, we all know the American public. Never has there been a group of people with more initiative, more will power, more individualism, more stubbornness, and more colds.

Who are we to step in where noble institutions have failed? We'll reserve that answer to ourselves, but we will pass out one suggestion. Girls, when you make those mad dashes from building to building, please put on your coats, or sweaters, or something. Adequate coverage of the body beautiful certainly will make you less susceptible to colds; and it also will help stretch your dwindling supply of tissues. (P.S. It wouldn't do you men any harm either.) Ah, ah-choo, Thuse it, plebe.

WAR BOND FIRST PRIZE IN CONTEST

A \$25 War Bond will reward the NAC employee submitting the best photograph in the December contest being sponsored by Air Scoop. Other prizes are \$10 in war stamps for the runner-up and three third prizes of a carton of cigarettes each. Contestants may submit as many photographs as they wish and thus increase their chances of winning. Black and white or colored prints are acceptable, they should be at least 5" by 7" and they should have been taken locally within the past year. Submit them to Ruth Angel, Air Scoop Office, before January 1.

The Peninsula abounds with scenes of interest and there is still time to take and print pictures which would be suitable for entry. Shots of picturesque houses and historical buildings, portraits of local characters, etc. all make very good pictures. So get busy this weekend. Besides the fun, a war bond may reward a few minutes of effort.

SUPPLEMENTAL FUNDS VOTED FOR NACA

The House Appropriations Committee has voted a supplemental appropriation for LMAL and the Laboratory at Cleveland, and has commended both for their fine work in the past. Following is the extract from House Report 2023 dated December 6, 1944:

"National Advisory Committee for Aeronautics: - The Committee recommends the Budget estimates for this very efficient and valuable research agency. Added personnel needs and additional facilities at the laboratories at Langley Field, Virginia, and Cleveland, Ohio, create an additional demand of \$7,401,000."

"A very large share of the credit for the marked progress which has been made by this country in civilian and military aviation belongs to the scientists of this Committee by reason of the very considerable contribution they have made to the advancement of the art. It is vitally important that it be fostered and adequately supported."

\$2,870,970 of the total appropriation has been allocated to LMAL. Of this, \$835,000 will be spent for construction and \$2,035,970 for general expenses.

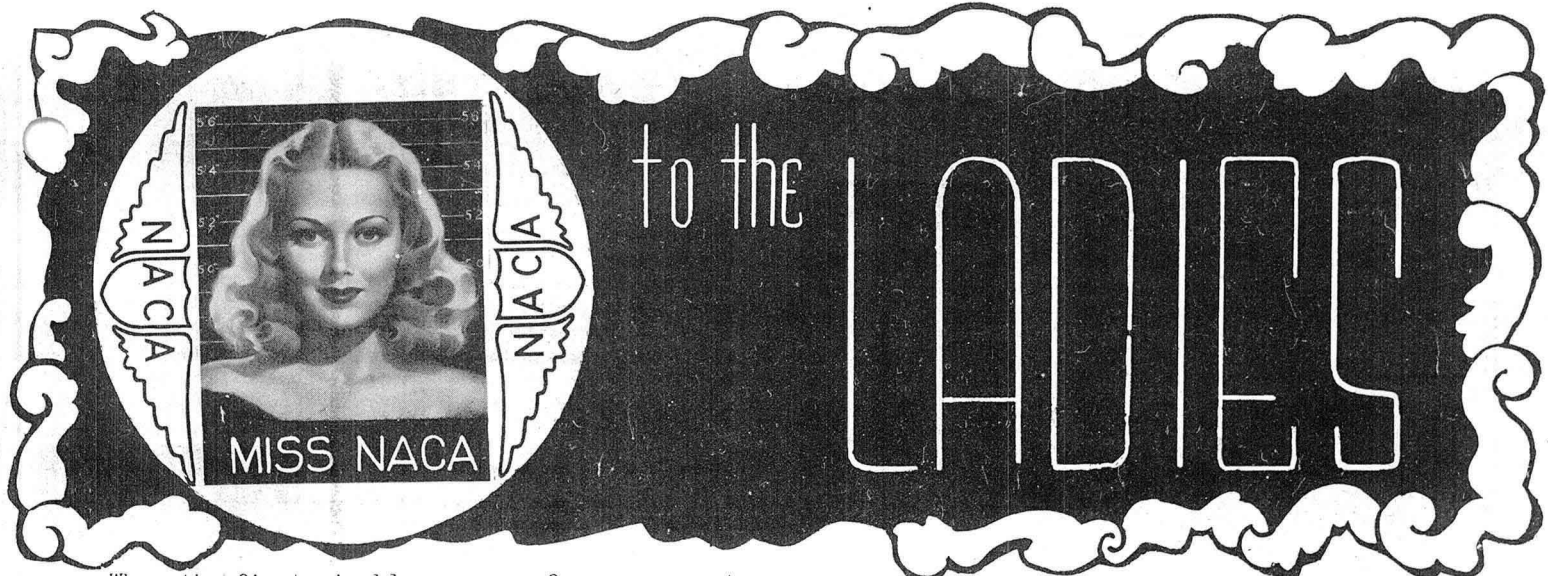
(Ed. Note: The funds appropriated do not remove the necessity for strict economy since most of the money is allotted to specific projects and no money is included for supplies or materials.)

"Jake" Leaves NACA

Word has reached the Laboratory that Eastmen N. Jacobs, former Chief of the Air Flow Research Division here and later Consulting Engineer at AERL, has left the NACA. Jacobs is reported to have been planning the setting up of a private consulting office

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When the first sizable groups of women came to work here at the Laboratory, hard-bitten males made the usual dismal predictions and shook their heads with ominous foreboding. But these same sceptics have long since forgotten their prejudices and now wonder (secretly of course) how the laboratory ever got along without its distaff side.

Nine hundred and fifty-five women are now employed here - practically one third of the entire staff. The majority of them do the quiet, unspectacular jobs involved in keeping the Laboratory wheels running smoothly through the welter of paper work that goes with total war. They're the cute youngsters in baggy sweaters and bobby socks who look after the files efficiently and well; who shoulder bags full of messages and somehow get them delivered to the right people. They're the stenographers and secretaries, the mail sorters and typists, the payroll clerks, the telephone operators and receptionists. Their jobs never get any publicity - but business would be at a standstill without them.

The Laboratory has girls in its so-called glamour jobs too, but they would be the first to tell you that they call for plenty of hard work and that the glamour attached to them is purely in the minds of those who don't have to do them. They're the engineers, - aeronautical, mechanical and electrical, - the artists, draftsmen, laboratory technicians, research experts - the list is endless. And it includes an impressive number of girls whose pert figures and pretty faces belie the implications of their "Mathematician" rating.

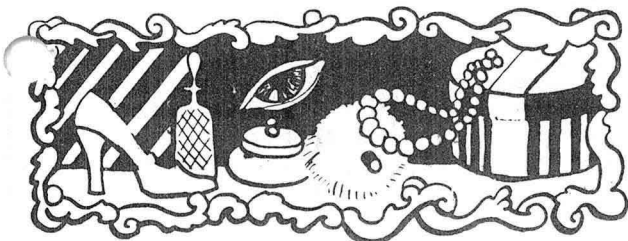
And finally, there are the NACA girls who have rolled up their sleeves, laughed at convention, and pitched in to do a man's job. You see them in every section and every department - women in steel masks holding a blue-white welder's flame steady, girls whose toes barely reach the accelerator driving buses and trucks around the field.

Feminine hands set rivets, hold spray guns, work with sheetmetal and do many, many other essential jobs that were formerly men's exclusive territory.

They are from all parts of the country, from all walks of life. A girl whose voice carries the unmistakable stamp of New York works next to another who pronounces her home state "No'th Cahlinah." A tall blonde from Minneapolis and a petite brunette from New Orleans work for the Laboratory while their husbands in khaki are marching across Langley Field. A two carat diamond flashes on one carefully manicured hand as it skips over typewriter keys, but it's no richer in sentiment than the tiny chip on a grubby little finger in the machine shop.

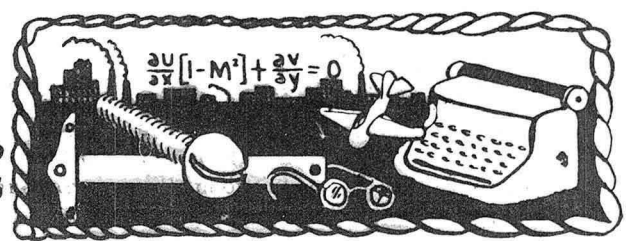
Many a gay smile hides a heavy heart - a heart sick with worry over a husband, son, brother or sweetheart "over there." But the thought that she is helping in some small way to develop the air supremacy needed to bring that boy back sooner helps to ease the pain of separation. And every girl here in the Laboratory does help do just that. It may seem a long way from a filing cabinet to the battlefield, but the little jobs are the horse-shoe nails that can win or lose battles.

The women at NACA range from 17 to 50 in age. Every race and creed is represented. They're as variegated a group as it would be possible to imagine. But one thing binds them together. You can see it in their eyes when they pass Old Glory flying proudly over the field. You can hear it in the ringing pride of their voices when they talk about the new planes developed in this Laboratory. Though they'd probably deny such lofty sentiments, their every action betrays their intense patriotism, their desire to help end this terrible war, and their joy in being able to do their bit to accomplish that end. So we say, here's to the ladies! God bless them.



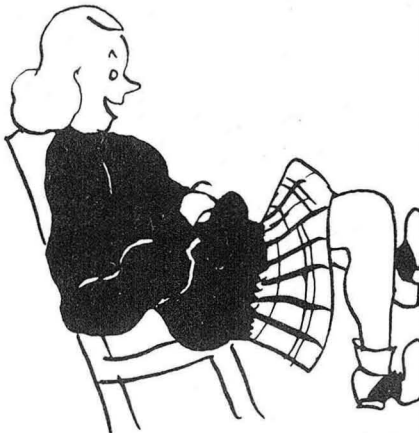
AIR
SCOOP

ISSUE 52, VOL. 3



FASHION DEPARTMENT

Pint-size skirt and tent-size sweater
Wonder what such garb will get her?



Men who view her think that she's
An animated Christmas tree.



They demonstrate a well-known fact
"So round, so firm, so fully packed."



Question: "What Is Your Candid ASKED OF PROMI EN



John Houbolt, Structures: The question is a bit too general. How can one, with fairness and due respect, envelop with a few paltry adjectives such social graces as charm, appearance, intelligence, sincerity, and the like. The enjoyment found in the company of women depends upon the degree to which they possess characteristics which fit the situation. Suffice to say that the way these guys around here drool while in the presence of a 'frame dame' is not caused by infected teeth.

Sidney Batterson, Impact Basin: Why don't you just ask me what I think of women in general - why narrow it down to the girls here? I think women are wonderful. We couldn't get along without them. The mothers of some of our most famous men were women. But I would like to make one teeny-weeny suggestion. Girls, must you wear those huge sweaters? Don't you know it's unpatriotic to waste wool that way? Why not get them to fit or maybe a size or so too small.





Ray (Wolfie) Comenzo, Atmospheric Wind Tunnel: I don't have anything to do with girls. It's not that I don't think they're nice - I do. But nobody ever introduces me around and I don't know what they would think of me if I spoke to them without a proper introduction. Besides, I'm the bashful, retiring type that likes nothing better than to curl up with a good, improving book after a hard day's work. Just because of my nickname people ask me if I'm a wolf like the other guys in this section, but I always say "Noooooooooooooooooooooooooooo."

COOKIN' WITH GAS

Let's stand over the Bunsen burner and with our diabolically dexterous hands manipulate the grease pan. NO POINTS is our motto, with the byword Technical Service efficiency. Late workers who are racking their brain for that last minute Christmas delicacy will welcome this tasty receipt. What could please HIM more than a Pecan Cake made in his own machine shop?

- 1 cup shortening
- 1-1/2 cups granulated sugar
- 6 eggs
- 4 cups sifted cake flour
- 1 teasp. baking powder
- 2 teasp. ground nutmeg
- 1/2 teasp. salt.
- 1/4 cup port wine or molasses
- 5 cups seedless raisins
- 4 cups pecan halves

Work shortening with chisel until fluffy and creamy. Add sugar gradually, while continuing to work with chisel until light. The mixing bowl should now be mounted on drill press and two screw drivers mounted in chuck, 20° degrees apart. Add eggs, one at the time, beating well in drill press after each addition. (Run drill press at spindle speed of 250 RPM.) Sift together in oil filter two cups flour, baking powder, nutmeg and salt. Add to mixture, beating in drill press until smooth.

Measure wine of S.A.E. Vixcosity No. 3 in Saybolt Universal and stir into mixture with chisel.

Mix remaining two cups of flour with raisins and pecans (pecans should be cracked in vice and picked out with scriber) and chisel into batter. Turn into ten inch greased albanine-paper-lined metal tool chest. Bake in screw cabinet over two Bunsen burners at 325° F for about 1 3/4 hours, or until done. A piece of 1/8" drill rod should be machined down to 1/16±.0005" in diameter and substituted for straw in testing. Makes five pounds of cake. Finished product is then mounted on lathe and machined to desired diameter.

STAFF
for
Women's Section

EDITOR:

Ruth Angel

GUEST EDITORS:

- Claire Burki
- Ann Boatright
- Nancy Shelton
- Eloise Lada

ART EDITOR:

Dot Severance

Opinion Of NACA Women?"

T NACA BACHELORS



Billy Bates, Atmospheric Wind Tunnel: Until you mentioned it just now I hadn't noticed that any women worked here. I am too engrossed in my work to bother with such adolescent nonsense like these other foolish fellows. But my ideas on all women go for the NACA brand too. I say down with women! They're the downfall of men - the curse of the world! Fortunately I was warned about them early so I ignore them, in spite of the way they pursue me. I am a bachelor and intend to stay that way. Phooey on women!

Melvin (Rhett) Butler, Head of Personnel Division: The NACA girls are indeed a luscious group...friendly, cooperative and pretty. My only complaint is that there aren't enough of them. As I sit here in my luxurious office watching the dear things flit about, I sometimes am conscience-stricken for accepting a salary for a job that is such a constant pleasure. I like them all, yet I love but one - at a time.





Joseph Schommer, Instrument Maker: How can I possibly comment on the belles of NACA in less than five or six volumes? I could talk for days on such an enchanting subject. Where else but at LMAL could one find such charm, grace, wit, vivacity, beauty, intelligence and general all-around yumminess? They're really terrific. Furthermore, I wish to state that I think the NACA girls are wonderful, gorgeous, cute... (Ed. Note - two more paragraphs of similar sentiments deleted because of paper shortage. You get his general idea.)

SPOTLIGHTING MISS LMAL



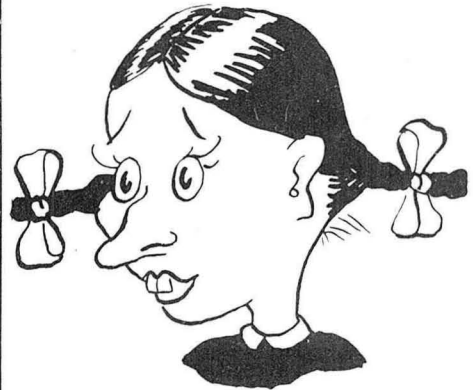
Jean Allen, alias Miss LMAL, is just what a beauty is suppose to be. Her hair is blonde, both eyes are blue, and she has twenty-four teeth. She was born in Newport News and has had a different birthday every August 26 for the last eighteen years. When Jean was first born, she began to grow and now has reached an altitude of five feet-five inches (approximately the height of a broom) and has a gross weight of 114 pounds str---- (in her stocking feet). The 114 pounds are well distributed along the 5'-5".

Jean went to school at Newport News High and studied a commercial course at the same time. She wanted to be a secretary and was sent to NACA by her teacher, although she had no idea of getting a job. Just the same, she was hired and has been with NACA since June, 1943.

Next to her work at Files, Jean's main interest (and this will be a blow to the men) is Milton Council, a Pfc. at Camp Cooke, California, who is a holdover from high school "puppy love" days. And in connection with this, we learn that Jean has made postwar plans that do not include the NACA - she wants to do house work.

BEAUTY DEPARTMENT

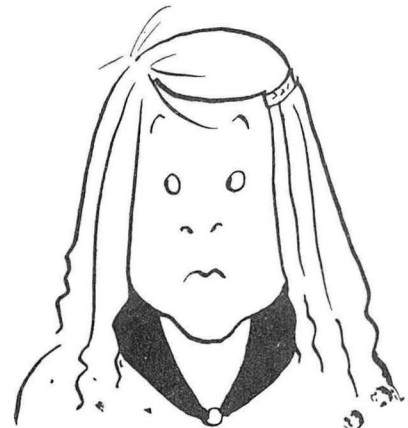
Hair in braids should be taboo For women over twenty-two.



Backward, look backward dear friends when you comb Your hair from your neck to the top of your dome.



"My hair's a fright," this gal laments "I can't get leave for permanents."



TECHNICAL NOTE 000

AN INVESTIGATION OF HIGH AND LOW POWERED MODELS TESTED AND UNTESTED AT THE NACA

By Cosmos Esekopf
Aeronautical Engineer

SUMMARY

When you get to a man in the case
They're alike as a row of pins,
For the Colonel's Lady and Judy O'Grady
Are sisters under their skins.

INTRODUCTION

This investigation comes as a result of previous investigations (references 1 to 3). For a complete introduction to the problem see reference 4.

APPARATUS AND TESTS

The models tested were of the twin motor types. These models were characterized by fairly forward location of their c.g., low aspect ratio, and definite stalling characteristics. (See figure 1 for typical model.) Leap Year was taken to be constant during this investigation.

NOTE: FULL SCALE DATA

- WING SPAN 78 IN.
- TAKE OFF TIME 5 SEC.
- GROSS WEIGHT 115 LBS.
- FUEL CAPACITY 3 QTS.
- MAX. GROSS SEC. AREA 1.5 SQ. FT.
- LONGITUDINAL LOCATION OF MAX. GROSS SEC. AREA .6
- LANDING TIME 90 SEC.
- POWER 30
- AIRFOIL SEC. BLUNT TRAILING EDGE

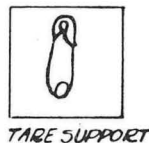
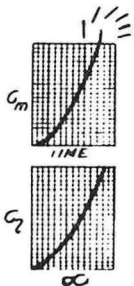
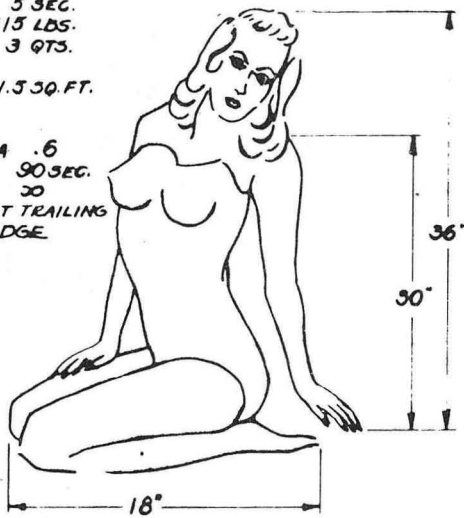


FIGURE 1.- 1/8-SCALE MODEL OF THE SE-X 1.
(MODEL AVAILABLE FOR MILITARY USE)

RESULTS

A definite rise in the birthrate curve has been noted - the number of marriages in the past 6 months being approximately 100 and the number of children being approximately 150^a.

DISCUSSION

Some of the data obtained in the investigation are plotted in figure 2. Although there is some scatter in the data, a fairly definite trend can be noted and by taking averages the faired curve shown in figure 2 was obtained. The results may appear surprising to some, but they have been known for some time to experienced students of the subject. As noted on plot, the curve shown is certainly a mean curve. The conclusions to be drawn from figure 2 are self-evident.

For those interested in a change in their marital status so that they may obtain one of the new dark blue badges, figure 2 may be used as a design chart.

The remaining data obtained in the investigations are tabulated in Table 1. The last item furnishes a fertile field for future investigations.

CONCLUSION

Since the new replacement program is opening new horizons for our models to conquer, it is suggested that Congress make adequate appropriations to facilitate future investigations of this nature.

A. Note: Possibly due to previous marriages.

References:

- 1 - Adam - "Eden Publications"
- 2 - Casanova - "A-h-h-h-h!"
- 3 - Lotharis - "Acres and Acres"
- 4 - Hampton 2021, #939, 4-7284, 2-3997. For Newport News Numbers dial 9 first.)

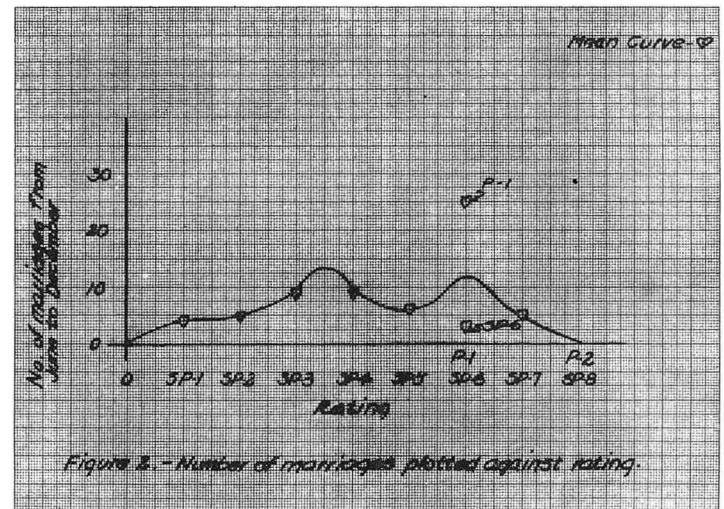


Figure 2. - Number of marriages plotted against rating.

Total No. of women	955
Married women	502
Single women	453

TABLE 1

Adventures Of Scoopie

We received a telegram last Friday ading, "Will report for duty Saturday. Signed: Scoopie". The office was thrown into a dither. The dither threw the office right back and everyone went to work to make final preparations for Scoopie's reception. You see, it isn't every day that we get a new employee.

Saturday morning found the entire staff waiting in hushed expectancy. Tiny was seated at his desk, be-splendent under his new haircut. Ruth and Dot were fighting for a vantage point from which to view the entrance of this new eligible bachelor. Claire Burki was seated at the typewriter, waiting for that first interview, and Don Foster was perched atop the file cabinet, Speed Graphic in hand, anxious for that first photo.

We sat like that for nearly three hours - but no Scoopie. A call to the Employment Office revealed that he had not reported there. A call to the pass officer found out that he hadn't shown up at the gate. After a disappointed day, we all went home.

A little after noon on Monday, Scoopie staggered in. His first words were, "I'm resigning!" (Ed. note: It seems that he had experienced a little difficulty getting here and since his arrival, had run the gamut of paper work in the Personnel Office.)

After an original interview we convinced him of the importance of his work and assured him that everyone else who had come to work here had had the same difficulties. We also told him that the administration would be tickled pink if he could devise some method of shortening the paper work. His comments were the type that we would love to print, but in defense of good journalistic taste, dare not.

Scoopie is a dynamic looking little imp, not unlike his sketch in the mast-head. His height hasn't been measured yet because he hasn't stood still long enough but the few observers who have seen him are willing to wager that he is no more than an inch tall.

The reason he didn't show up last Saturday was because he got lost. Like a good many other folks, Scoopie came down on the train to Cape Charles and then took the steamer over to Old Point. At least he got on the boat bound for Old Point - so he thought. He noticed a large brick building passing off the starboard beam and asked a fellow pas-

senger what it was. It turned out to be the Hotel Chamberlin and Scoopie found that he had taken the boat that went direct to Norfolk. So, he resigned himself to his fate. Getting from Norfolk to Langley Field would be simple.

When he disembarked at the Norfolk docks, he was one of the few fortunate enough to grab a taxi. The taxi driver assured him that the easiest way to get to Langley Field was by way of the Newport News Ferry, so off they went. When they reached the ferry landing, Scoopie was nearly mobbed getting out of the cab by 17 sailors who were trying to get in. After paying the driver a measly four bucks, Scoopie meandered toward the ticket window. He paid the 20 cents and headed down the dock just in time to see the boat leave. It was the time of day when they change from a 20 minute schedule to an hourly schedule. The next ferry would be along in an hour. "Such a business," Scoopie grunted.

When he finally got across the Roads to Newport News he began asking how to get to Langley Field, but everybody he asked happened to be from North Carolina and the only place they knew was the shipyard so they directed him there.

After searching for an airplane amid the dark hulls of flattops and landing boats, he figured he must be in the wrong place, and not wanting to trust any more locals, decided that he'd better shift for himself. So he boarded the next streetcar that came along and wound up two hours later in Buckroe Beach. He got off there and wandered into a nearby beer joint. He'd probably be there yet if a soldier had not taken pity on him and found a cab driver friend who promised to bring our little compatriot out here. Scoopie arrived at the gate, paid the driver three dollars, dismissed the cab and found that the NACA had gone home an hour before. A broken, beaten little man, he got on a bus (hours later), went into Hampton, and spent Saturday night in the lobby of the Hotel Langley under the writing desk.

His first Sunday in Hampton is a story that he would rather not go into.

Came Monday morning and he showed up at Langley Field. Then came the paper work. Scoopie decided that he had rather wait until he had rested before telling us about that, so he went on back to Hampton with hopes of getting some sleep. We haven't seen him since.

ATHLETIC GROUP TO MEET DECEMBER 21

The Hampton Athletic Association will meet on Thursday, December 21 for the purpose of scheduling a program and discussing the procurement of equipment for 1945. Officers will be elected and committees appointed. Motion pictures on the training of athletic groups in calisthenics will also be shown. These pictures are supplied by the Army Air Force at Langley Field.

The meeting will be held in the Athletic Division of the Syms-Eaton Building in Hampton at 7:30 and all interested persons are invited to attend and become members of the group.

TOUCH FOOTBALL DANCE TONIGHT

The Annual Victory Prom of the Community Touch Football League will be held tonight (Friday, Dec. 15) at the Hampton Armory. Music is by Red Overton and his orchestra and tickets are \$1.50, stag or couple. There will be no ticket sale at the door and all ducats must be purchased in advance from captains of the football teams.

A special attraction of the dance will be the announcement of the All Star team for the year. The team is being chosen by a board of league officials and is based on the all-opponent teams named by each team. The complete All Star roster will be named in next week's issue of Air Scoop.

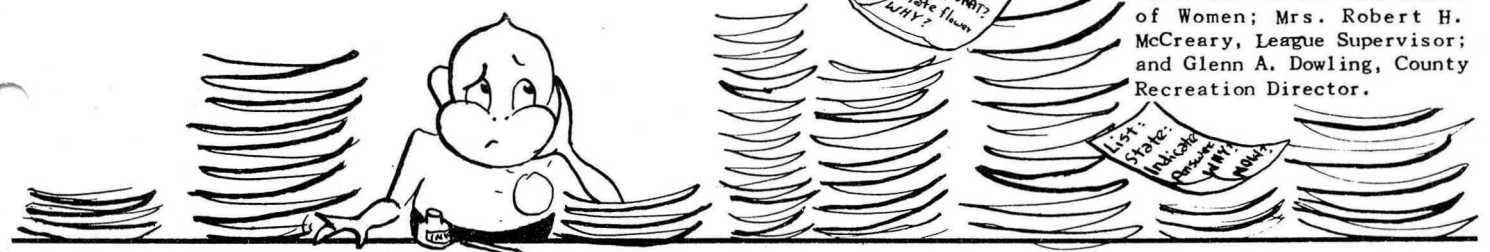
LOST: Grey Lifetime Parker fountain pen with the initials "AV" scratched crudely on silver band. Janet N. Harness, 16-Foot Tunnel.

GIRLS LEAGUE HOLDS ELECTION

Shirley Huxter, 16-Foot Tunnel, was named president of the Girls' Community Basketball League at a meeting held last Friday at the

Industrial USO. Nancy Read, representative of the combined Presbyterian Church-Citizens Bank team, was elected secretary-treasurer.

A governing body was set up, consisting of representatives from each of the 12 teams and the league advisors, Mrs. Lauretta M. Muir, Assistant Director of the USO; Miss Annie Young, Assistant to the Counsellor of Women; Mrs. Robert H. McCreary, League Supervisor; and Glenn A. Dowling, County Recreation Director.



MEET THE COMMITTEE

Dr. Jerome Clarke Hunsaker, Chairman of the National Advisory Committee for Aeronautics, recently reappointed to the Committee by President Roosevelt, has been interested in the theory of flight ever since a boyhood hobby of taxidermy led him to study the wing structure of birds. Born in Iowa in 1886, he graduated from the Naval Academy at Annapolis in 1908 at the head of his class and the next year transferred to the Massachusetts Institute of Technology for graduate study in Naval Architecture.

Impressed with the brilliance of the young engineer, M.I.T. requested the loan of Hunsaker from the Navy in order to develop the then new science of airplane design. He was sent to Paris where he worked with Eiffel and also to Germany where he strained his welcome by a too-searching inquiry into the construction of zeppelins - knowledge that was to be invaluable later in the construction of American lighter-than-air ships.

Returning from Europe, Hunsaker utilized his knowledge of dynamic stability of airplanes in the construction at M.I.T. of the first American wind tunnel in 1914 and instituted there the first course in Aeronautical Engineering in the United States.

With the outbreak of World War I, Hunsaker was recalled to Washington where he became responsible for all naval aircraft design, construction and procurement. He was awarded the Navy Cross for this work. In 1918 he was assigned to design and build the dirigible Shenandoah and three flying boats of the NC type. One of the latter was the first aircraft of any kind to cross the Atlantic.

Transferred to the newly-formed Bureau of Aeronautics in 1921, he was responsible for the development of launching catapults, arresting gear for carrier landings, the air-cooled radial engine (with Lawrence), the torpedo plane, and many improvements in patrol aircraft.

He was appointed Assistant Naval Attache in London, Paris, Rome and Berlin in 1923 and he held this post until his resignation from the Navy in 1926 with the rank of Commander, in order to join the Bell Telephone Laboratories in New York where he was responsible for the development of



wire and radio communication services for aviation.

In 1928 Hunsaker joined P. W. Litchfield in forming the Goodyear-Zeppelin Corp. to build the dirigibles Akron and Macon. With the completion of these aircraft, he returned to M.I.T. as head of the combined departments of Mechanical and Aeronautical Engineering.

In later years, Dr. Hunsaker has been concerned with the practicability of airships for transoceanic mail and passenger service and his work in this connection has resulted in research in ocean weather, improvement in safety and economy and the solving of many problems on the technical practicability of such an undertaking.

Dr. Hunsaker is a member of the American Society of Naval Architects, Society of Automotive Engineers, Honorary Fellow of the Royal Aeronautical Society of Great Britain, Fellow of the American Physical Society and Honorary Fellow and Past President of the Institute of Aeronautical Sciences. He received the Daniel Guggenheim Medal in 1933 and the Franklin Medal in 1942. On August 1, 1941 he was appointed to the NACA by the President and elected Chairman a position he has held ever since.

(Ed. Note - This is the first of a series of articles on members of the National Advisory Committee for Aeronautics. Next week - Orville Wright.)

NEW BUS PROPOSED FOR WEST AREA

After studying means to relieve the congested transportation to the West Area, conference groups have suggested to the Citizen's Rapid Transit Corp. that an extra bus be added during the morning and evening rush hours. The bus company has taken the suggestion under advisement and information on the new schedule will soon be forthcoming.

The Citizen's Rapid Transit Corp.

also wishes to call the attention of new NACA employees to the special bus already running to the East Area. This bus leaves Claremont and 1st Sts. at 7:30 a.m., goes to the waterfront along Claremont and to LaSalle Ave. via Hampton Roads Ave. It then follows the trolley car line to Hampton and thence along the regular bus route to Langley Field, arriving about 8:05 a.m.

NEWSMAPS POSTED THROUGHOUT LAB

NACA employees can keep up with war news through the interesting Newsmaps which have been placed in 14 localities throughout the Laboratory. These were procured by the Training division through the cooperation of Capt. George J. Miller of the Army Office of Information, Special Services Division.

These Newsmaps are prepared by the Army Air Force and come out on Wednesday or Thursday of each week. On one side are large-scale maps of the current theatres of war on which are diagrammed the important actions of the previous week. These are also described in the accompanying text. After three days, each newsmap will be reversed, to show the latest Signal Corps news pictures from the battlefronts.

The Newsmaps are now posted in the East Area Cafeteria, Utility Building, Full Scale Tunnel, Hangar, 19' Tunnel, Physical Research Office, Warehouse Building, Atmospheric Wind Tunnel and Two Dimensional Tunnel.

DRIVING HOME? SHARE YOUR RIDE!

The Air Scoop Office has received a dozen requests for holiday rides home for every person reporting that he can take extra passengers. We are certain there must be others driving home who haven't given their names to us. There is just a very short time left - so call up the office or send in a note today giving us full information as to where you are going and when, and the general route you are taking. We will then give you the names of fellow employees who would like a ride so that you can make arrangements regarding expenses and driving directly with the persons interested.

Other employees desiring a ride home should send a note at once to the Air Scoop Office outlining their requirements, and indicating whether or not they can help out with gas coupons or driving. We will do our best to fill needs exactly, but if that is not possible, a ride part of the way might be arranged.

FEDERAL CREDIT UNION OFFICE
WILL CLOSE DECEMBER 18-31

The LMAL Federal Credit Union Offices will not be open from Dec. 18 to 31 inclusive. No loans will be made during this two-week period and collections will be received only on Dec. 22 in the East Area between the hours of 11:30 and 4:00. The Credit Office requests all employees to have their payments ready on those dates. Further information may be obtained from Mrs. Modesta Roberts at 2247.