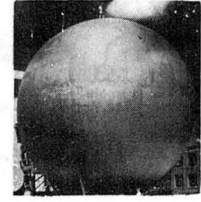
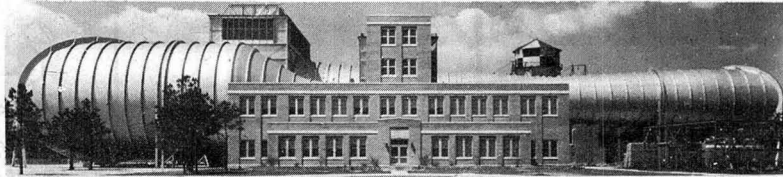
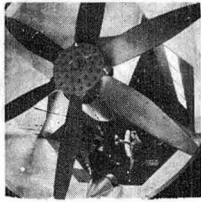


# LMAL BULLETIN



## LANGLEY MEMORIAL AERONAUTICAL LABORATORY

Issue 48, Vol. 3

Langley Field, Virginia, November 17, 1944

Page 1

### BOWLING LEAGUE READY TO ROLL

With the completion of the new alleys at the Wythe Recreation Center, the LMAL Bowling Leagues are ready to start competition Friday, November 29.

Three leagues are planned for this year, men's tenpins, men's duckpins, and mixed duckpins. The tenpin league will roll on Wednesday and Friday nights at 9 o'clock. The mixed duckpin league will roll on Wednesday and Friday at 6:30 and the men's duckpins are scheduled on Thursday at 9 p.m.

Bowlers are urged to use the next week for practice to establish averages for handicaps.

### LAB NOW HAS WEATHER MAN

In an effort to forestall anyone's getting lost in a fog hereabouts in the future, Mel Gough, Chief of Flight Research, has announced the establishment of a meteorological office.

The new office is operating under the direction of Bob Souter and is a part of the Flight Operations and Maintenance Section.

The office will have on hand weather forecasts and other meteorological information that is necessary to the operation of Laboratory activities. Information will be furnished on request, preferably through the division chiefs. The telephone is 2223.

From now on, all hurricane scares will be official.

### THE MP'S WILL GET YOU IF---

New parking regulations for Langley Field have been formed and now are being enforced on the order of the new base commander, Colonel E.W. Raley. The NACA has been asked to cooperate in the following regulations.

*All parking areas will be distinctly marked. Areas not to be used for parking will be so marked in order that there will be no question in a person's mind as to the restrictions placed on*

(Continued on page 4)

### SIXTH WAR LOAN DRIVE TO START MONDAY WITH GOAL OF \$214,492

#### DITCHING MOVIES SHOWN TO STAFF

The Training Division announces that the film on the ditching of the B-24 is now available for showing to Laboratory employees. Several previous projections have been made in various sections throughout the Laboratory, and other persons wishing to see it may contact the Training Division, telephone 2253.

Besides the film on ditching, there are also available movies of general interest, such as "The Battle of Russia" and films of value for training purposes such as "Telephone Efficiency." A complete list of the films may be obtained from the Training Office.

Any section interested in seeing a selected film may contact the Training Office, which will make arrangements for a showing during lunch period.

#### FEDERAL COURT WARNS THIEVES

The criminal division of the United States Court, Eastern District of Virginia, announced in Norfolk on Monday, November 13, that a new policy of prosecuting all well-founded complaints involving theft of government property had been instituted in a move to break up widespread thievery from government facilities in the jurisdiction of the court. This new policy will also apply to complaints involving thefts of personal property on government reservations.

The Norfolk Virginian-Pilot reported "While no official estimate of the loss by such thievery is available, it is thought by some observers that it will run into thousands of dollars each month."

Any Laboratory employee who knows of any person who has illegal possession of government property is asked to contact Charles Barnett, Security Officer, telephone 2232.

With the goal set for \$214,492, the Sixth War Loan Drive will get underway at the Laboratory on November 20 and continue through December 16. Headed by Starr Truscott, the campaign will follow the same general procedure as in previous campaigns. Joe Kotanchik will be in charge of the drive in the West Area, Ira Abbott, Full Scale Area, and Clyde Lumpkin, Administrative Area.

Laboratory employees are being asked for 35 percent of the gross payroll; however, the amounts purchased by payroll allotments during the months of November and December may be credited. The actual cash bond purchase desired will amount to approximately \$54,932.

When interviewed by a Bulletin reporter, Truscott made the following statements concerning the importance of the drive.

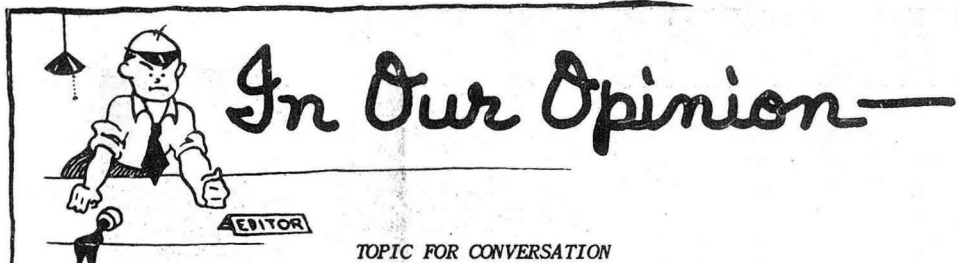
"The need for this money by our Government should require no explanation. The war in Europe is not ending, as many of us had hoped, and just when it will end is still on the knees of the gods. Meanwhile, the Pacific war goes into high gear with demands for supplies and munitions jumping to correspond. The cost of getting these materials to the front is increasing just as fast.

"If we want our men to make the progress for which we hope, there must be no slackening in the flow to them of those things that make possible their advance with a minimum of casualties and a maximum of speed.

"The money with which to ensure that continued flow of men and materials must likewise continue to flow without slackening. This Laboratory has shown its appreciation of this fact before. Let's keep our record high and buy more Bonds!

"Incidentally, this is where those who have equalled or exceeded the desired amount of 15 percent in purchases by payroll allotment 'get the jump' on everyone else. If they have made a 17.5 percent allotment, they will have purchased their share of the Laboratory's quota by allotment. Just another reason for making the purchase by allotment as

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TOPIC FOR CONVERSATION

Last Saturday we journeyed forth to visit our kindred brethren in the West Area to find out how the other half lives and what it thinks and talks about. Saturday afternoon in the West Area is about the same as Saturday afternoon any place else nowadays. However, a few of the old thoughts of crisp November afternoons, stadiums packed with cheering throngs, thousands paying homage to King Football---these were evident in the minds of many, for the boys in the Structures Lab were talking about beating the Shops in Sunday's touch football game, and the boys in the Machine Shop were vicing versa.

We dropped down to the office at the Sheetmetal Shop at 3:30 (to see if anybody on the incoming shift knew the latest score of the Army-Notre Dame outrage) and there encountered several employees engrossed in that good old American custom, pastime, and privilege - griping. No, the topic wasn't pay; no one was trying to get off night shift; instead, all were complaining about the condition of the Hampton-Yorktown highway.

This road is filled, it seems, with many holes and depressions that play havoc with the tires of automobiles loaded to the gills with West Area workers, to say nothing about what they do to the workers themselves.

We investigated the matter and found the following truths to be self-evident. The highway is in sad shape. It was never intended to be put to the use of the heavy traffic that has been running over it, particularly since the new construction program was started. The heavyrolling of loaded trucks and transit mixers has done much to bend and break the thin asphalt covering.

It was learned from the local office of the state highway department that plans were made for a new road nearly two years ago and submitted to the War Production Board for approval. They were turned down. They were submitted again and this time were approved by the WPB. However, they were disapproved by the War Labor Board because of the critical labor condition existing in this area at the time.

A new request has been made, this time asking for authorization to build that part of the new road that coincides with the location of the existing road, and to resurface the rest of the Hampton-Yorktown highway with a temporary asphalt covering. This request is now pending.

Until action is taken, the highway will be kept in its present condition of temporary repair, so the highway office says. This consists of digging out the bad places and refilling them with gravel, clay, and other local materials. This serves the purpose until rain falls and then traffic rolls by, and then the holes are back again. Then they begin to play the aforementioned havoc.

The administration here is solidly behind the proposal and has endorsed the requests. All of us, as Laboratory workers and as citizens of the local community should support the project. We take up the battle cry of the West Area. "We want a touchdown--sorry--we want a new road!"

PERSONAL SECURITY

It has come to our attention that certain employees make a practice of endorsing their pay checks, putting them in an envelope addressed to a bank, and dropping them in their section distributor for mailing. Several checks have been lost in this manner.

It seems strange that persons coming in contact with government security day by day would not practice more personal security.

If you must mail your check to the bank, write on the back, "for deposit only". Then you're protected.



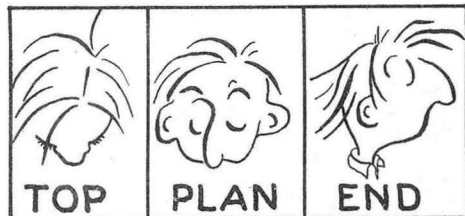
In considering the unfortunate shortage of technical personnel, it has occurred to the Bulletin staff that among the many non-professional workers at the laboratory, there undoubtedly exists a hidden store of potential engineering talent. In the hope that some of the latent talent may eventually be utilized, we have decided to present a series of brief discussions designed to assist heretofore untrained individuals to qualify as bona fide NACA engineers in ten easy lessons, or five hard ones. The articles, the first of which appears below, will be contributed by authorities on the selected topics.

I. Appearance

Proper appearance goes a surprisingly long way toward identifying an individual as a research engineer. In order to pass successfully as an NACA engineer one must look like an engineer.

A true engineer is never seen publicly without the impeccable attire of a third-string tackle on an elementary school junior varsity. True, a degree in engineering is of some value, but only of secondary importance to the plaid woodsman shirt, the hamburger-sharp pants crease, and the unraveling sweater that identify the research scientist.

Adoption of a sound policy toward tonsorial activities is a necessary step in the development of an engineering appearance. Barber shops must be carefully avoided except for an occasional operation on the eve of a leave.



(In some professional circles, it is considered permissible near Green Cow time to visit a barber for an estimate.)

It should be remembered that NACA engineers are sometimes called upon to attend conferences with high-ranking military personnel. For this reason, a wise engineer will keep a necktie in the upper left-hand drawer of his desk, carefully pressed between volumes of Durand and Superman. Although rarely needed, the tie may serve to identify the engineer as possible officer material in the eyes of the Army representatives;



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The LMAL Bulletin, 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 376.

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- Managing Editor . . . . . Ruth Angel
- Art Editor . . . . . Dot Severance
- Photographer . . . . . Donald Foster
- Reporters . . . . . LMAL Employees



# SPORTS

Flight, 28; AWT, 0  
 ALD-19', 20; PRD, 0  
 Structures, 13; Shops, 7  
 Tank, 12; 16-Footer, 0  
 8'-LTS, 13; Engineering, 6  
 IRD, 6; PRT, 6

Two previously unbeaten teams, AWT and PRD, were dropped by Flight and Loads respectively, and the Structures goal line was crossed for the first time to highlight last week's games in the touch football league.

### FLIGHT TOPS AWT

Claude Hart stole the show in Flight's win over AWT. He passed for all four touchdowns, two to Jim Thompson, and one each to Charlie Forsyth and Jack Reeder, kicked one extra point, and played a stellar defensive game as well. The Flight power was too much for the AWT boys, who were playing without five of their first stringers.

### CANCRO LEADS LOADS

Pat Cancro passed for two touchdowns to Deters and Neely, ran over a third, and kicked two extra points to highlight the ALD-19' victory over Physical Research. The game wasn't all Cancro however, for the hard rushing Loads line bottled up the touted PRD passing attack.

### STRUCTURES SCORED ON

The fighting Shop team did what no other team has been able to do this year, score on the league leading Structures team. Structures scored on two long passes, Dobrowski to Anderson and Bartone to Anderson, to provide the winning margin. The Shop tally was made in the final period on a pass from Muhly to Kinzler. Shops lost a fine chance to score when the first half ended with the ball in their possession on the Structures two yard line.

### TANK DROPS 16-FOOT

Bruce Amole's boys became the

eighth team of the year to take advantage of the hapless 16-Footers. A short pass, Damratowski to Eales, scored first for the winners in the opening period. The other touchdown was made in the third quarter when Havens intercepted a 16-Footer pass and ran it back 25 yards. The game was one of the cleanest played all season.

### 8-FOOT MOVES UP

The 8'-LTS team moved just below the League leaders by virtue of its win over Engineering. The famed 8-Footer passing combination, Luoma to Vincke, accounted for the first touchdown in the first quarter. Another pass, this time Vincke to Liccini, tallied in the third. Fedziuk converted. The Engineers' score was made in the fourth period on a pass from Schumacher to Rogers.

### PRT, IRD TIE, 6-6

The tie game enabled PRT to climb one step out of the lower depths of the league standings to tenth place. IRD remained next to the bottom. IRD got going in a hurry, and a pass from Taubenslag to Jeffries drew first blood early in the first quarter. PRT tied things up in the third on a pass from Nichols to Mastrocola.

### Standings:

Team	W	L	T	Pctg.
Structures	6	0	0	1.000
AWT	6	1	0	.857
Flight	5	1	1	.786
PRD	4	1	2	.714
8'-LTS	3	2	1	.583
ALD-19'	3	2	2	.571
Shops	3	3	2	.500
Stability	3	3	1	.500
Tank	3	3	1	.500
PRT	1	4	2	.286
Engineering	2	6	0	.250
IRD	0	5	2	.143
16-Footer	0	8	0	.000

★ ★ ★

## LIFE at the LABORATORY

**WEDDING BELLS:** The big surprise of the season came when Ann Timberlake walked into AWT this week with a new diamond. After snooping around for a couple of days, it was finally revealed that the other party was Bill Boatwright of Full Scale Tunnel. Jimmy La Hatte, who feels that he played quite a big part in the affair, is strutting around with a cigar and saying, "And to think, I introduced 'em". The wedding will take place at Ann's home in Fredericksburg on Saturday, November 25, and of course La Hatte is best man... Despite the many warnings and pleadings from other married members of the FGDA section, Joe Herrig did it anyway. He was married October 31 to Mary Kay Kraner in Ottumwa, Iowa... Lenore Wollard, Low Turbulence, proved to be a little swifter on Sadie Hawkin's day than her other competitors. She caught her man, Jay Cahill, Low Turbulence, early in the morning and dragged him to marryin' Sam.

**HEIR MAIL:** Charlie Barnett, Security Officer, is still recuperating from the birth of his son on Saturday, November 11. The latest report on the case reads as follows, "Mother and son doing fine, Barnett in bad condition."

**MISCELLANY:** According to the latest report, Jules Miller is having a hard time adjusting himself to married life. He was in Richmond Monday introducing his wife as "Miss Felts"... The Erection Shop had an oyster contest at Oak Point Lodge last Sunday. All contestants tied for first place.



## FORMER CHAMPS PREP FOR MEET



Stealthily stalking, and stealing the season's sensational shot, sans sound, Dick Everett walked into the Bulletin Office Tuesday morning and handed over the above photographic proof that the "has beens" of the Hampton Roads Model Association are hard at work in preparation for their coming challenge contest with the current champs, the Brainbusters.

Norm Richardson, IRD; Tom Hulcher, Supervisor of Training; and Caldwell Johnson, East Engineering, are the three aged model builders appearing in the picture taken at their secret workshop, high in the hills of Buckroe Beach. Everett had to sneak up on them in order to get the picture, because all members of the group naturally shun publicity. However, when they were shown that the photo gave away none of their trade secrets or showed any of their new "revolutionary designs", they agreed to its publication.

Once they became accustomed to the idea of having their picture in the paper, each began bringing out his favorite snapshots and wanted them included. Caldwell had several pictures of his baby; Hulcher came forth with a shot of his boat; but the whole idea had to be abandoned because Norm had left his wallet home in his other pants and had no snapshots with him.

The H.R.M.A. group was extremely talkative and made many predictions about the outcome of the meet. Johnson, a very deep thinking man, leaned back on his stool and said, "As I have heard my father say on many, many similar occasions, quote we shall see what we shall see."

Richardson added, "Ditto."

Hulcher quipped, "What this country needs is a good cigar, for a nickle."

"What this room needs is a good cigar, period", sang out Johnson.

At this, the three men made some generally uncomplimentary remarks about their work being interrupted and refused further comment. The only thing we could drag out of them was something about, "We'll show them Brainbusters!"

# LANGLEY SKETCHES

In the upper northeast corner of the 8-foot High Speed Tunnel building, overlooking the majestic waters of the Back River on one side and the exterior of the tunnel on the other, there sits the dynamic boss of the Compressibility Research Division, one John Stack. A marked man since infancy (because he has no middle name) he has come a long way.

The dynamic life of Stack dates back to the day he was born, September 13, 1906, in the town of Lowell, Mass. When questioned about the beginning of his Bostonian way of speaking he said, "I have no Bahston accent; I have spoken English all my life."

Stack, the elder, was a construction man, and Stack, the younger, spent much of his after-school time and many of his summer days doing various semi-skilled construction jobs. He mixed mortar, ran a concrete mixer, and did anything else that the union didn't object to, providing there was a union around to object.

He also found time to work up a keen interest in radio and became affiliated with station 1LL, which was logged in England and Holland in 1922. There was also a brief experience with novice motorcycle racing and hill climbing which came to a rather untimely end when he took his father for his first ride and Stack, senior, was thrown.

Putting aside his youthful pastimes and high school diploma, John Stack entered the Massachusetts Institute of Technology in the fall of 1924 to study Architectural Engineering. It was not until he returned home the following summer that his father found that John had been studying Aeronautical Engineering. The outcome of the ensuing scene is best shown by the fact that John's degree came three years later in Aeronautical Engineering.

He had come in contact with the Committee during his college days and made application for a job. He was hired and on July 15, 1928, when the steamer docked at Old Point, John Stack made his debut on the Lower Peninsula. He remembers the day well and says that it was the hottest he has ever seen. For a few moments, he thought of reboarding the boat and returning to the place from whence he came but these thoughts were put aside by the appearance of a venerable streetcar bound for Hampton. He boarded this noble conveyance and instructed the motorman to go post haste to the nearest hostelry. He was deposited in front of the Hotel Langley and again entertained notions of going back. (Ed. note: This hotel was not the modern establishment it is today.)

Stack came on out to the Field, met Mr. Reid, and was taken in to see Elton W. Miller, Chief of Aerodynamics. Miller had him escorted around the Lab to take a look at the research activities, AWT,



VDT, PRT, and the Flight Section. Upon his return, he was asked where he would like to work. "VDT", says Stack.

"Good", says Miller, "I had already decided to put you there." So Stack went to VDT. Stack reminds us that 'these were the pre-conference days when things got done fast.'

He was given a rousing first impression of the activity of the section when he first walked up and saw Geroge Higgins, section head, and Harold R. Turner, Sr., engaged in a brawl.

In his 11 years in the VDT outfit, Stack found time to learn a good bit about high speed flight, work on the design of our first high speed tunnel, and take part in the Laboratory rifle league. He is very proud of the showing that the VDT team made in winning the league championship. He still shoots very well, when he has the time, and his latest national score was 99.60, based on a season's shooting.

Stack worked on the design of the 11 inch tunnel, first of our high speed tunnels. He still carries a copy of the letter of authorization for the tunnel. It was described as "a full-scale high-speed wind tunnel, approximate cost \$2,000, not including the valence."

In 1939, he moved down (or up) to 8-foot, and has held forth there ever since. When the compressibility Research Division was formally organized last year, he was made chief.

He is a married man, having taken his vows with a New England girl, Helen Sturtevant, December 8, 1928. They have a son and a daughter.

John Stack is a man who seldom fails

## HOW TO BE....

Continued from page 2

its maintenance is therefore well worth while in the light of possible future developments. In the off-season between meetings, the engineer's neck remains comfortably unfettered, permitting free movement of the Adam's apple during explanations of data discrepancies.

In closing, it is advised that potential engineers acquire the animated, enthusiastic facial expression of the true scientist, often referred to by teachers of dramatic art and pantomime as the look of the undernourished pallbearer. K-10

(Ed. Note: This is but the first of what we hope will be a long line of articles on this subject. However, we can set no definite date on the appearance of the second).

## WAR LOAN

(Continued from page 1)

large as we can. But even these fortunate one should find it possible to buy at least one more bond in cash for this campaign.

"Let's buy our Pacific War Bonds now and keep on buying until we buy the final Victory Bonds!"

## PARKING

Continued from page 1

parking. Streets or side streets or any other place restricted for parking will be so marked with the curbing painted yellow or with signs in sufficient numbers to avoid any misunderstanding. All parking areas on hard surface will be painted with lines for each car. Gravel and sod parking areas will have a sign designating the angle at which to park.

All violators will appear before the Langley Field traffic court in Room 117, Base Headquarters, at 7 p.m. each Monday. Failure to appear at court will constitute a second offense, and punishment will be rendered accordingly.

On the first offense the violator will be warned and required to become familiar with the parking regulations. The second offense will be punishable by restricting the use of the car on the reservation for a period of one week. More than two offenses will be handled specially.

LOST: A book, "An Introduction to The Theory of Functions of a Complex Variable", by E.T. Copson. Please return to R.H. Wright, 8-Foot.

to get his point across. He speaks with an authoritative tone and emphasizes with gestures that make you think his index finger will go off at any minute. His place in the field of aeronautics is unquestioned. He is a fellow of the Institute of Aeronautical Sciences and is regarded as a top authority on high speed flight and compressibility.