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OPENING SESSION

July 14, 1948

This session of the 1948 Biennial Inspection of the Ames Aeronautical Laboratory started in the auditorium at 10 a.m. on July 14, 1948, and included the following speeches.

John F. Victory

Ladies and Gentlemen: You are now listening to John F. Victory, Secretary of the National Advisory Committee for Aeronautics, who had the privilege on behalf of the Committee of extending the invitations to you to come to this assembly, and pursuant to those invitations you are here today. It is my pleasure to present to you the Chairman of the National Advisory Committee for Aeronautics, Dr. Jerome C. Hunsaker. Dr. Hunsaker -

Dr. Jerome C. Hunsaker

Gentlemen: On behalf of my colleagues, the Committee and its staff, I bid you welcome here to this second Biennial Inspection of the Ames Aeronautical Laboratory. The purpose of this inspection is to show research facilities and research progress, progress in a program of research in aeronautical science and to show that more painlessly, I understand that an arrangement has been made to show you a sampling of research results, results which appear to be in process and are in considerable advance of eventual publication. These inspections have been the custom of the Committee for many years, and they appear to have desirable effects both in allowing the staff to show what they are doing and why they are doing it,

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and to allow people in the services and the industry to have contact with the men who actually do the work. You realize that the NACA is an organization of men appointed by the President to supervise the scientific study of the problems of flight; well, the Committee itself is a kind of a steering committee, a Board of Directors, which includes generals, and admirals, and manufacturers, and designers, and operators, and doctors. They sit on policy questions and set policy and approve research projects. Research projects are specific steps in a program; the research projects are examined by committees of experts in the special fields. I believe at this time, well, I hardly need explain -- many of our Subcommittee members are sitting in this audience -- some 200 or more experts sit on 20-odd committees to discuss what are the scientific problems on which public funds should be expended for research toward possible solutions. Now, to do the work after the research authorizations are set up in accordance with the policy and the program there is a Civil Service staff of some 6,000 men and women, and they actually do the work. They supply the brains and the sweat and possibly blood and tears. The Civil Service staff is unique, I think, in the Government, because it appears to be made up of people who regard the Civil Service as an opportunity to serve their country -- the remarkable feature of converting a somewhat cynical attitude toward the Civil Service as a secure means of living on a bureaucracy into a dynamic force serving the country. Credit for that, I think, comes from Dr. Lewis, who for 30 years has been the Director of Aeronautical Research for this Committee. He was a builder of this staff, their leader, and

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today we see his work all about us, both in the staff, its organization, and in their equipment; and this is a trite saying, but it is still true - that an institution is the projection of a man's shadow. This institution is very much a projection of George Lewis. There are many friends of his here and in view of his having gone from us the beginning of this week, I suggest we rise a moment in respect to his memory. - - - - - - Thank you very much, gentlemen.

Now, we will turn to the business of the day, which is in charge of Mr. Smith DeFrance, Director of the Ames Aeronautical Laboratory. Mr. DeFrance-

Smith J. DeFrance

Thank you, Dr. Hunsaker. The work of the National Advisory Committee for Aeronautics brings us in close association with representatives of the aircraft industry, the armed services, and other government agencies. We are always happy to welcome our friends of the industry and the services back to the Laboratory. Today as I look at the crowd here I am very gratified to see so many of our friends here, and it is a special privilege today on the part of the staff of Ames Laboratory to welcome you to this Biennial Inspection.

Ames Laboratory, like our Laboratory at Langley Field, is located on a military reservation, the Langley Laboratory on an Army reservation, and this Laboratory on a Navy reservation. We live very closely with our friends in the Navy, and the cooperation that we receive from the Naval Command at Moffett Field has helped us immensely in carrying on our work here. It is a privilege to present to you at this time Captain Olney, the commanding officer of Moffett Field Naval Air Station. Captain Olney-

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Captain Olney

In behalf of the Navy I welcome you all to Moffett Field. I would like to emphasize most strongly what Mr. DeFrance has just said about the very fine spirit of cooperation and harmony that exists between the service and the Ames Laboratory. I know from yesterday's experience that you are going to see a very fine presentation here today, and I want to extend a most cordial invitation at the conclusion of this for you all to use the facilities of our Officers' Club to relax a little bit after this harrowing experience.

Mr. DeFrance

Thank you, Captain Olney. As Dr. Hunsaker has said, the organization of the NACA consists of the headquarters office in Washington, and three laboratories, Langley, Cleveland, and Ames, a total employment of about 6,000 civilian employees. That group is directed by the Director of Aeronautical Research in the headquarters, Dr. Hugh Dryden. At this time it is a real privilege to present to you Dr. Dryden. Dr. Dryden -

Dr. Hugh Dryden

I think by this time you should feel as welcome as words of welcome can make you. My principal function is to assure you that all the rest of the gentlemen sitting on the platform are not going to make speeches - to relieve your minds. I want to say merely one or two sentences so that you might know the purpose of your visit, and, therefore, expect neither more nor less from what you receive. It is the purpose of the visit to give you a general view of the types of problems on which we are working and to give you in general

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some impression of the state of the art. Those of you who are interested in technical detail will be somewhat disappointed, I think. For the purpose of transmitting technical results in greater detail we have the mechanism of specialized conferences on particular subjects, and, of course, we are always ready to receive our friends from the industry and the services who have specific problems which they wish to discuss with members of the staff. You are all cordially invited to come to us to discuss your problems in aeronautics as they arise. Thank you.

Smith J. DeFrance

As you tour the Laboratory on the Inspection today there are many terms that you will hear repeatedly, and we thought it best to have somebody give you a definition of some of those terms and a summary of the Inspection. At this time I would like to present Mr. Walter Vincenti who will give you that summary. Mr. Vincenti -

(The text of Mr. Vincenti's talk was identical with that presented on the 13th and appears previously.)

Smith J. DeFrance

Thank you, Mr. Vincenti. As Dr. Dryden said, we are not going to ask all of our guests on the stage here to make a speech, but I do want to present our other distinguished guests. The Inspection here today is not an Inspection just of Ames Laboratory, the work at Ames Laboratory, but it also includes the aerodynamic work from Langley Laboratory, and the Director of the Langley Laboratory has given us great assistance in preparing this Inspection. At this time I would like to present Dr. H. J. E. Reid, the Director of the

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Langley Laboratory (applause). We also have the Director of our Flight Propulsion Laboratory with us, and I would like to present Dr. E. Raymond Sharp, Director of the Flight Propulsion Laboratory at Cleveland (applause). I would like to present Mr. E. H. Chamberlin, the Executive Officer of the NACA from Washington (applause).

We are going to be pressed for a close schedule today, so for the benefit of everybody, I would like to say that the standard time is exactly 10.22.

Possibly some of the guests may have cameras. If you do, I will have to ask you to please refrain from taking any pictures. If you would like to check your cameras, you may do so at the check room as you leave this auditorium.

The next stop will be the grandstand by the 16-foot tunnel where a picture will be taken. I would like to ask you all now to leave the auditorium and board busses on either side of the auditorium regardless of your color group.