GENERAL ARRANGEMENT AND PLANNING

Moffett Field, Calif.
June 13, 1952

MEMORANDUM for all concerned

Subject: First rehearsals for 1952 Inspection

1. The first rehearsals of the demonstrations for the 1952 Inspection are scheduled as follows:

Monday	9:00	Landing	40 x 80
	10:30	Static stability and control	2 x 2
Tuesday	9:00	Missile dynamics	6 x 6
	10:30	Loads	16'
Wednesday	9:00	Propulsion	12'
	10:30	Wing construction techniques	Machine Shop
Thursday	9:00	High speed and range	Erection Shop
	10:30	Skin friction and aerodynamic heating	1 x 3
Friday	9:00	Automatic stability and control	Flight Research

2. The reviewing party will be composed of Messrs. Hood, Wood, Clousing, Allen, Parsons, Mossman, Buck and Stevens.

3. As you know all charts are to go into the Inspection booklet this year. This requires that all charts be in final form by July 1. It is therefore essential that all demonstrations be carefully reviewed and frozen insofar as practical at this first rehearsal.

/s/ Victor I. Stevens
Victor I. Stevens
Aeronautical Research Scientist

Copies to:

DeFrance	Graham
Robinson	Frick
Hood	A. Erickson
Wood	M. Erickson
Clousing	Crane
Allen	Alun Jones
Stevens	Eggers
Parsons	Bulifant
Buck	Belsley
Mossman	Davis
Harper	Heaslet

Moffett Field, Calif.
June 20, 1952

MEMORANDUM for all concerned

Subject: Rehearsals for 1952 Inspection

1. The next rehearsals for the Inspection will be held according to the following schedule:

Monday 6-23	9:00	Loads	16'
	10:30	Landing	40 x 80
Tuesday 6-24	9:00	Static stability and control	2 x 2
	10:30	Missile dynamics	6 x 6
Wednesday 6-25	9:00	Automatic stability and control	Flight Research
	10:30	Model wing construction	Machine Shop
Thursday 6-26	9:00	Propulsion	12'
	10:30	Skin friction and heat transfer	1 x 3
Friday 6-27	9:00	High speed and range	Metal Model Fabrication Shop
	10:30	Research airplane	Aircraft Sheet Metal Shop

/s/ Emmet A. Mossman

for Victor I. Stevens
Aeronautical Research Scientist

Copies to:

DeFrance	Graham
Robinson	Frick
Hood	A. Erickson
Wood	M. Erickson
Clousing	Crane
Allen	Alun Jones
Stevens	Eggers
Parsons	Bulifant
Buck	Belsley
Mossman	Davis
Harper	Heaslet
Nourse	

NACA - Ames

Moffett Field, Calif.,
July 9, 1952

MEMORANDUM for All Concerned

Subject: Dress rehearsal for 1952 Inspection

1. Dress rehearsal for the 1952 Inspection will be held on July 10, 1952. Section Heads shall see that their presentations are made at this rehearsal in the best possible form. All distracting noises shall be quieted as for the presentations to guests on July 14 and 15. The Electrical Section shall disconnect the code-call systems and paging systems during the rehearsals.

2. All Group Leaders, Assistant Group Leaders, and Group Attaches (to be announced by memorandum July 9, 1952) shall report to the auditorium at 8:15 a.m., July 10 and participate in the rehearsal after receiving Inspection schedules and instructions from Emmet Mossman. There are not enough NACA automobiles for the entire rehearsal party, so it will be appreciated if some members bring their own. The party will follow the route planned for the Inspection, with Sam Davidsen leading the way between stops.

3. The following schedule will be followed for the rehearsal. This schedule includes time for a 10-minute discussion at each stop.

8:40	Loads 16-foot wind tunnel
9:20	Landing 40- by 80-foot wind tunnel
10:00	Static Stability and Control 2- by 2-foot transonic wind tunnel
10:40	Missile Dynamics 6- by 6-foot supersonic tunnel
11:20	Automatic Stability and Control Flight research hangar no. 1
1:00 p.m.	Model Construction Shops
1:40	Propellers and Helicopters 12-foot pressure wind tunnel

2:20	Aerodynamic Heating and Friction 1- by 3-foot supersonic wind tunnel
3:00	High Speed and Range 7- by 10-foot wind tunnel
3:40	Research Airplanes Aircraft Sheet Metal Shop

Smith J. DeFrance

Smith J. DeFrance,
Director

Copies to: Division Chiefs and Section Heads.

Dr. DeFrance	Robinson
Dr. Victory	Parsons
Crowley	M. St. John
Abbott	Stevens(9 copies)

NACA - Ames

Moffett Field, Calif.
July 9, 1952

MEMORANDUM for All Concerned

Subject: Special assignments for the 1952 Biennial Inspection of the Ames Aeronautical Laboratory

1. The following special assignments are made in connection with the Biennial Inspection of the Ames Aeronautical Laboratory on July 14 and 15, 1952.

HOSTS

S. J. DeFrance

Lobby	Flight Line
John F. Parsons	Russell G. Robinson
Ralph F. Huntsberger	Lawrence A. Clousing

GROUP LEADERS

Group	Leader	Assistant	Attaché
1. Red	H. J. Allen	G. E. Nitzberg	H. W. Harrison
2. White	H. J. Goett	Alun Jones	E. J. Hopkins
3. Blue	D. H. Wood	J. R. Stalder	J. R. Spreiter
4. Gold	F. R. Nickle	M. A. Heaslet	E. W. Perkins
5. Green	A. G. Buck	R. M. Crane	R. W. Holtzclaw
6. Orange	J. A. White	A. J. Eggers	J. A. Axelson
7. Gray	C. W. Harper	H. Jessen	W. A. Mersman
8. Tan	Dean Chapman	M. D. Erickson	Arthur Jones
9. Brown	M. J. Hood	M. S. Nourse	A. Seiff
10. Black	W. G. Vincenti	C. F. Hall	L. E. Boddy
Alternate	A. B. Freeman	D. J. Graham	J. R. Spahr

BUILDING ATTACHÉS

Building	Attaché	Assistant	Dispatch Rider
Administration (Lobby)	A. S. Hertzog	John Delaney	Vincent Pettine
16 ft. W. T.	Joseph Cleary	Walter Krumm	Robert Stuart
40 × 80 ft. W. T.	D. Allan McEwin	David Hickey	Wendell H. Farris
2 × 2 ft. W. T.	Lionel Levy	Earl Knechtel	William Page
6 × 6 ft. W. T.	Jack Boyd	Katsumi Hikido	Ronald Hightower
Flt.Res.(Hangar #1)	George Rathert	Donovan Heinle	Burnett Gadeberg
Shops	George Padelt	Lester Pinkham	Edward Dugan
12 ft. W. T.	Angelo Bandettini	Joseph Walker	Verlin Reed
1 × 3 ft. W. T.	George Barker	Joseph Querantes	David Wan
7 × 10 ft. W. T.	Charles Steinmetz	Bernard Schlaff	Hermilo Gloria
Av. Sht. Metal	George McCullough	Jules Dods	Earl Watson

ATTACHÉ FOR DIRECTOR

Mark Greene

TELEPHONE ATTENDANTS

Building	Phone Number	Attendant
Administration		
Lobby	279	B. Townsend
Room 106 (Special transportation)	336	S. Heaton
Room 107 (Outside calls)	326, 305	F. O'Leary
Auditorium (Check Room)	259	V. White
Hangar No. 2 - Desk	253, 214	V. Sandberg
- Kitchen	333	B. Gibson
Electrical Service (Emergency for Inspection only)	237	Robert Sagramola
16 ft. W. T.	224	Dora Leng
40 × 80 ft. W. T.	244	Meredith Schmidt
6 × 6 ft. W. T.	216	Helen Sullivan
Flight Research (Hangar No. 1)	206	Mary Thompson
Shops	293	Harry McCaughan
12 ft. W. T.	302	Harriet Voorheis
1 × 3 ft. W. T.	202	Della Proctor
7 × 10 ft. W. T.	221	Ethel Zich
Aviation Sheet Metal	292	Robert Ross

SPECIAL ATTACHÉS

Walter Peterson, in charge

San Francisco Airport

A. Campbell
F. Gibson

St. Francis Hotel (Post St. entrance)

G. Gilbert
S. Doiguchi

San Jose
S. P. Railway Depot

A. Volkman (to meet Lark)

St. Claire Hotel

Charles Harvey

TRAFFIC AND TRANSPORTATION

J. S. Davidsen, in charge

Gate Attendants

Don Humpal
F. Blume

Traffic Directors

H. Arguello, parking attendant
J. Hall, parking attendant
U. S. Marines, traffic control

Bus Guides

R. Tibbetts	E. Ekholm	N. Rock
R. Brown	L. Hughes	W. Spitzer
R. Carpenter	F. Luft	C. Polvino
Alternates	E. Hult	W. Brown

Flight Line Bus

D. Moody

NACA Vehicles

Ray Loucks

A. Puccinelli
J. Gonzales
K. Planchon

F. Scott
W. M. Hill

TRAFFIC AND TRANSPORTATION (CONT'D)

Visiting Airplanes

Raymond Braig

John D. Morris
Walter Quigg

BAGGAGE AND CHECKING

Robert Peters, in charge

Flight Line

R. Gordon
M. Humpal

Auditorium

C. Furesz
Carline Chandler

PHOTOGRAPHERS

Fred Swartz, in charge

R. L. Hiserman, group photo
R. L. Hiserman and E. Shaw, assigned to Dr. DeFrance - Adm. Bldg.
L. Jones, assigned to Mr. Robinson - Flight Line

ELEVATOR OPERATORS

40 x 80 ft. W. T.	Paul Lauf, Thomas Seymour
16 ft. W. T.	Sally Moorhead, Betty Baldwin

REGISTRATION, GENERAL ARRANGEMENTS

Marie St. John, in charge

Registration

Jeanne Ward	Rose Teresi	Laura Donna
Beatrice Townsend	Marjorie Luebbert	Carol Tinling
Eleanor Harper	Irene Monroe	Mildred Robinson
Joan Randall	Esther Lane	

Stenographers

Constance Gibson
Bernice Crampton

Helen Schoner
Eugenia McKay

Travel Reservations

Violet Moore

REGISTRATION, GENERAL ARRANGEMENTS (CONT'D)

Messengers

Mildred Komenovich
Starr Ballard
Mary Pitman
Ruth Nolan

Ushers

Velda Tromerhouser
Louise Diemer
Mary Price
Juanita Reckin
Betty Kenyon
Mary Gretz

LUNCHEON, GENERAL ARRANGEMENTS

Marie St. John, in charge

Luncheon Ticket Sales

Myrno Schwarz
Lucille Groshong
Lorraine Vernon
Eleanor Redfield

Hostesses

E.Watson - Jeanne Ward

Luncheon Attendants

Mildred Cardona
Marie Carman
Elizabeth Perrigo
Barbara Martin
Margaret M. Joy
Angela Leonardo
Lorraine Cruz
Lillian Shively
Laura Donna
Nancy Anderson
Belva Di Carolis
Annette Bratlein
Dorothy Parsons
Betty Clark
Bernice Christensen
Mary Manxon
Priscilla Roberts
Chalkley Murray
Barbara Short
Marilyn Cardoza
Mary Gillette
Marie Ham
Alberta Alksne
Helen Dunlap
Mary Huggins
Loma Sluder
Phyllis Paxton
Patricia Cardenas
Barbara Toyne
Elva Ballou
Dorothea Wilkinson
Marilyn Abbott
Marilyn Moulton
Beverly Kooser
Mary Jo Hart
Laurette Johns
Isabelle Loo
Mildred Thornton
Mary Schmidt

2. Group leaders, assistant group leaders, group attachés, and alternates shall report to the Auditorium at 8:15 a.m. on Thursday, July 10 to obtain schedules and route maps from Emmet Mossman, after which they will participate in the dress rehearsal. During the inspection each group leader will be responsible for maintaining schedules and introducing the first speaker at each exhibit. An introduction with the name of the first speaker will be handed to each group leader at every stop. Assistant group leaders will hold group color standards aloft at assembly points and will carry standards to successive stops. Assistant group leader will return color standards to check room in Auditorium at end of each day. The group attachés shall assist the group leaders as required. If any member of the group is delayed or separated from his group the attaché will accompany him and expedite his return to his group. Prior to the start of the program on July 14 and 15 all group leaders, assistant group leaders and attachés shall synchronize their watches to the official time for the program as shown by the wall clock in the lobby of the Administration Building. If a change in the official time becomes necessary, it will be so announced by the Director. At the first stop, both morning and afternoon, the group attaché will advise those in charge of the demonstration of the official time.

3. Employee badges and lunch tickets. All persons named in this memorandum, all speakers, and all other employees who will come in contact with guests during the Inspection shall wear special badges bearing their names. All such employees shall procure these badges from Esther Lane in the foyer of the Auditorium between 1:00 p.m. and 2:00 p.m. on Friday, July 11, 1952.

All employees who are to eat luncheon with the guests shall purchase luncheon tickets from Myrno Schwarz in the foyer of the Auditorium between 1:00 p.m. and 2:00 p.m. on Friday, July 11, 1952.

4. General. The grandstand for the group photograph is limited in capacity to approximately the number of guests that are expected. Consequently, Ames Laboratory employees shall stay off the grandstand until all guests are seated and then fill any vacant spaces. A similar situation will exist at the luncheon in the new hangar and only those employees that have luncheon tickets will be expected to eat with the visitors. All questions from radio and press representatives shall be referred to Walter T. Bonney.

5. Building attachés, assistant building attachés, and dispatch riders shall be at their stations from 8:30 a.m. until 5:00 p.m. on July 14 and 15, except that they may leave one at a time for lunch. Building attachés will supply each group leader with an introduction and the name of the first speaker, assist in directing the groups through their building, prevent unauthorized persons from entering the building and adjacent grounds, keep traffic lanes clear, and be of general assistance. They shall have schedules at hand and be ready to assist guests in rejoining their groups. The building attachés shall see that

all lost-and-found articles are delivered promptly to the check room in the Auditorium. The dispatch riders shall assist the building attachés in their duties and shall be ready to run errands in connection with these duties.

6. Telephone attendants shall be at their stations from 8:30 a.m. until 5:00 p.m. on July 14 and 15. They shall be replaced by the building attaché or his assistant before they leave the telephone for any reason. Telephones shall be answered at the first ring to minimize noise and delays. All calls shall be made as short as possible and the attendants shall prevent unnecessary use of the telephones which might delay urgent calls. The Laboratory code-call system will be disconnected all day on July 14 and 15, so the telephone attendants will obtain the help of the building attachés in locating persons desired. The building code-call system in buildings housing exhibits will also be disconnected on July 14 and 15.

7. The designated stenographers will receive instructions from Lucille Baker.

8. Registration clerks shall report to Marie St. John in the private dining room at 2:00 p.m. on July 10 for instructions.

9. Special attachés will receive instructions from Walter Peterson in Auditorium at 10:00 a.m., July 10.

10. NACA vehicle drivers shall report to Ray Loucks in the garage at 9:00 a.m. on July 10 for instructions.

11. Gate attendants, traffic directors and bus guides will receive instructions from J. S. Davidsen in Auditorium at 9:00 a.m., July 10.

12. Ushers and persons distributing programs will receive their instructions from Marie St. John in Auditorium at 2:30 p.m., July 10.

13. Luncheon assistants and ticket sales personnel shall report to Edith Watson and Myrno Schwarz at hangar No. 2 at 9:00 a.m. on July 11 for instructions.

14. Check-room attendants and flight-line checkers will receive instructions from Robert Peters in Auditorium at 9:30 a.m., July 10.

15. Elevator operators shall report to their section heads for instructions.

18. Parking attendants will supervise the parking of employees' cars in accordance with the parking map on July 14 and 15. They should be at the parking area by 7:40 a.m. on those days and see that cars are parked in an orderly fashion with a minimum of confusion.

Smith J. DeFrance

Smith J. DeFrance
Director

cc: Division Chiefs and Section Heads
All persons listed herein

NACA - Ames

Moffett Field, Calif.
July 9, 1952

MEMORANDUM for Division Chiefs and Section Heads

Subject: Instructions for the 1952 Biennial Inspection of the Ames Aeronautical Laboratory

1. On July 14 and 15, the Laboratory will be inspected by several hundred executives of the aircraft industry, universities, the Armed Forces and other Government departments. In order to help make this Inspection a success, the following instructions shall be followed by the members of the Laboratory staff for the dates of the Inspection.

(a) Except for special assignments, stay at your usual tasks where they do not interfere with the Inspection.

(b) Stay away from the Inspection activities unless you have business there. The demonstrations and lectures will be repeated on July 16 for the Laboratory staff as announced in a separate memorandum.

(c) Refrain from making any noise that might possibly be heard at any of the demonstrations.

(d) Refrain from unnecessary use of the telephones so that they will be clear for Inspection use. Note that telephone number 237 should be called for emergency electrical service in connection with the Inspection only.

(e) Large maps showing parking areas for employees are posted on the bulletin boards. Note that many of the regular parking areas are closed and that new areas are designated. Do not park in the closed areas or the streets.

(f) Laboratory employees will be served lunch in the cafeteria at the usual time. Only those who have been invited and who have purchased luncheon tickets can be accommodated with the guests in the new hangar.

(g) Section Heads shall see that each demonstration is ready with speakers and necessary attendants standing by at least 15 minutes ahead of the time scheduled for the first demonstration.

2. After the Inspection none of the exhibits shall be dismantled until permission to do so is obtained from Emmet Mossman. It is also requested that where practicable all exhibits and charts be kept readily accessible, after the Inspection, so that they can be shown to other Laboratory visitors.

3. It shall be the responsibility of all division chiefs and section heads to bring the information contained in this memorandum to the attention of each and every member of the Laboratory staff under his supervision.

/s/ Smith J DeFrance

Smith J. DeFrance
Director

52/40

NACA - Ames

Moffett Field, California
July 11, 1952

MEMORANDUM for Division Chiefs and Section Heads

Subject: Employees' Inspection of the Laboratory

1. The entire staff of the Laboratory will be given an opportunity on July 16 to see the demonstrations and hear the lectures which will be presented on July 14 and 15 before more than 800 distinguished visitors from all parts of the country. It is requested that each section head divide his staff in halves; the first half will tour the Laboratory in the morning and the second half, in the afternoon on July 16.

2. It is essential that the morning group be seated in the grandstand at the east end of hangar no. 2 by 8:10 a.m. sharp and that the afternoon group be seated in the grandstand by 12:30 p.m. sharp. At that point those making the tour will be divided into 10 equal groups designated by color and will accompany the group leaders in accordance with the attached schedules.

3. Section heads will note that it has been necessary to reduce the time for each stop to 23 minutes including the time for travel between stops. Each presentation, therefore, shall be limited to 18 minutes "portal to portal."

4. It shall be the responsibility of all division chiefs and section heads to bring the information contained in this memorandum to the attention of each and every member of the Laboratory staff under his supervision.

Smith J. DeFrance

Smith J. DeFrance
Director

52/42

MORNING SCHEDULE OF DEMONSTRATIONS AND LECTURES

Group Leader:	Gerald Nitzberg	Alun Jones	Jackson Stalder	Robert Crane	Max Heaslet	Alfred Eggers	Henry Jessen	Myles Erickson	Merrill Nourse	Charles Hall
Group:	Red	White	Blue	Green	Gold	Orange	Gray	Tan	Brown	Black
Landing 40- by 80-Foot Wind Tunnel	Start 8:20	11:57	11:24	11:01	10:38	10:15	9:52	9:29	9:06	8:43
Static Stability and Control 2- by 2-Foot Transonic Wind Tunnel	8:43	Start 8:20	11:57	11:24	11:01	10:38	10:15	9:52	9:29	9:06
Missile Dynamics 6- by 6-Foot Supersonic Wind Tunnel	9:06	8:43	Start 8:20	11:57	11:24	11:01	10:38	10:15	9:52	9:29
Research Airplanes Aviation Sheet Metal Shop	9:29	9:06	8:43	Start 8:20	11:57	11:24	11:01	10:38	10:15	9:52
Automatic Stability and Control Flight Research-Hangar No. 1	9:52	9:29	9:06	8:43	Start 8:20	11:57	11:24	11:01	10:38	10:15
Aerodynamic Friction and Heating 1- by 3-Foot Supersonic Wind Tunnel	10:15	9:52	9:29	9:06	8:43	Start 8:20	11:57	11:24	11:01	10:38
Propellers and Helicopters 12-Foot Pressure Wind Tunnel	10:38	10:15	9:52	9:29	9:06	8:43	Start 8:20	11:57	11:24	11:01
Model Construction Shops	11:01	10:38	10:15	9:52	9:29	9:06	8:43	Start 8:20	11:57	11:24
Loads 16-Foot High-Speed Wind Tunnel	11:24	11:01	10:38	10:15	9:52	9:29	9:06	8:43	Start 8:20	11:57
High Speed and Range 7- by 10-Foot Wind Tunnel No. 1	11:57	11:24	11:01	10:38	10:15	9:52	9:29	9:06	8:43	Start 8:20

AFTERNOON SCHEDULE OF DEMONSTRATIONS AND LECTURES

Group Leader:	H. W. Harrison	E. J. Hopkins	J. R. Spreiter	R. W. Holtzclaw	E. W. Perkins	J. A. Axelson	W. A. Mersman	Arthur Jones	Alvin Seiff	L. E. Boddy
Group:	Red	White	Blue	Green	Gold	Orange	Gray	Tan	Brown	Black
Landing 40- by 80-Foot Wind Tunnel	Start 12:40	4:07	3:44	3:21	2:58	2:35	2:12	1:49	1:26	1:03
Static Stability and Control 2- by 2-Foot Transonic Wind Tunnel	1:03	Start 12:40	4:07	3:44	3:21	2:58	2:35	2:12	1:49	1:26
Missile Dynamics 6- by 6-Foot Supersonic Wind Tunnel	1:26	1:03	Start 12:40	4:07	3:44	3:21	2:58	2:35	2:12	1:49
Research Airplanes Aviation Sheet Metal Shop	1:49	1:26	1:03	Start 12:40	4:07	3:44	3:21	2:58	2:35	2:12
Automatic Stability and Control Flight Research-Hangar No. 1	2:12	1:49	1:26	1:03	Start 12:40	4:07	3:44	3:21	2:58	2:35
Aerodynamic Friction and Keating 1- by 3-Foot Supersonic Wind Tunnel	2:35	2:12	1:49	1:26	1:03	Start 12:40	4:07	3:44	3:21	2:58
Propellers and Helicopters 12-Foot Pressure Wind Tunnel	2:58	2:35	2:12	1:49	1:26	1:03	Start 12:40	4:07	3:44	3:21
Model Construction Shops	3:21	2:58	2:35	2:12	1:49	1:26	1:03	Start 12:40	4:07	3:44
Leads 16-Foot High-Speed Wind Tunnel	3:44	3:21	2:58	2:35	2:12	1:49	1:26	1:03	Start 12:40	4:07
High Speed and Range 7- by 10-Foot Wind Tunnel No. 1	4:07	3:44	3:21	2:58	2:35	2:12	1:49	1:26	1:03	Start 12:40

PROGRAM SPEAKERS

FOR 1952 BIENNIAL INSPECTION OF THE AMES AERONAUTICAL LABORATORY

Title and Section	Part	Speaker	1st Relief	2nd Relief
Loads	1	Edwin Allen	Charles Coe	
16-foot wind tunnel	2	Horace Emerson	Joseph Frank	
	3	Robert Taylor	John McDevitt	
Landing	1	Roy Griffin	David Graham	Mark Kelly
40- by 80-foot wind tunnel	2	Harry James	Newman Fisher	Ralph Franks
Static Stability and Control	1	Harold Walker	James Summers	Albert Hemenover
2- by 2-foot transonic	2	Alvin Sacks	Arthur Rodgers	John Turner
wind tunnel	3	L. Frank Lawrence	Stuart Treon	Robert Berggren
Missile Dynamics	1	Murray Tobak	Sherman Edwards	
6- by 6-foot supersonic tunnel	2	Merril Mead	David Reese	
Automatic Stability and Control	1	Henry Cole	Howard Turner	Brent Creer
Flight research	2	Richard Bray	Merle Waugh	Brian Doolin
	3	Howard Ziff	F. Drinkwater	Robert Barnett
Model Construction	1	Creighton Sencenbaugh	Elmer Leslie	Kenneth Wilton
Shops	2	James Nelan	Joseph Schlaegel	Roy Elam, Sr.
Propellers and Helicopters	1	Bruce Tinling	William Otey	Robert Sammonds
12-foot pressure wind tunnel	2	Fred Demele	Fred Sutton	Donald Buell
	3	Don Smith	Fred Boltz	Benjaman Beam
Aerodynamic and Heating Friction	1	Cleo Wagoner	William Pitts	
1- by 3-foot supersonic wind	2	James Jedlicka	Simon Sommer	
tunnel	3	Marcus Creager	Constantine Pappas	
High Speed and Range	1	Maurice White	Bonne Look	
Flight engineering	2	George Holdaway	Loren Bright	
	3	David Dennis	Thomas Wong	
Research Airplanes	1	Hubert Drake	Richard Day	
Edwards	2	Herman Aukenbruck	Theodore Dahlen	

NACA

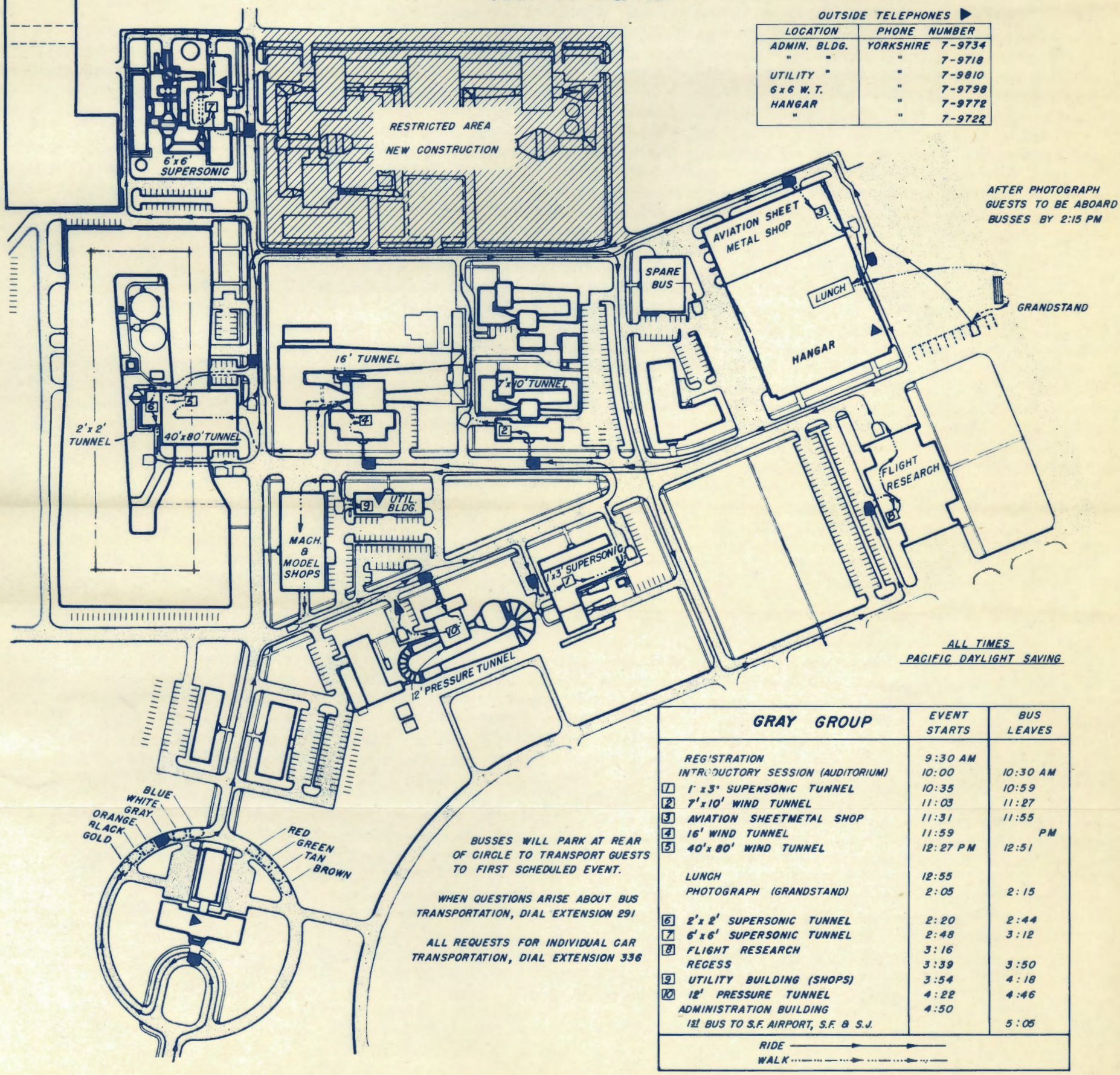
1952 INSPECTION

AMES AERONAUTICAL LABORATORY

JULY 14th & 15th

OUTSIDE TELEPHONES ▶

LOCATION	PHONE NUMBER
ADMIN. BLDG.	YORKSHIRE 7-9734
" "	" 7-9718
UTILITY "	" 7-9810
6x6 W.T.	" 7-9798
HANGAR	" 7-9772
"	" 7-9722



AFTER PHOTOGRAPH GUESTS TO BE ABOARD BUSSES BY 2:15 PM

ALL TIMES PACIFIC DAYLIGHT SAVING

BUSSES WILL PARK AT REAR OF CIRCLE TO TRANSPORT GUESTS TO FIRST SCHEDULED EVENT.

WHEN QUESTIONS ARISE ABOUT BUS TRANSPORTATION, DIAL EXTENSION 291

ALL REQUESTS FOR INDIVIDUAL CAR TRANSPORTATION, DIAL EXTENSION 336

GRAY GROUP	EVENT STARTS	BUS LEAVES
REGISTRATION	9:30 AM	
INTRODUCTORY SESSION (AUDITORIUM)	10:00	10:30 AM
1 1'x3' SUPERSONIC TUNNEL	10:35	10:59
2 7'x10' WIND TUNNEL	11:03	11:27
3 AVIATION SHEETMETAL SHOP	11:31	11:55
4 16' WIND TUNNEL	11:59	PM
5 40'x80' WIND TUNNEL	12:27 PM	12:51
LUNCH	12:55	
PHOTOGRAPH (GRANDSTAND)	2:05	2:15
6 2'x2' SUPERSONIC TUNNEL	2:20	2:44
7 6'x6' SUPERSONIC TUNNEL	2:48	3:12
8 FLIGHT RESEARCH	3:16	
REGESS	3:39	3:50
9 UTILITY BUILDING (SHOPS)	3:54	4:18
10 12' PRESSURE TUNNEL	4:22	4:46
ADMINISTRATION BUILDING	4:50	
1st BUS TO S.F. AIRPORT, S.F. & S.J.		5:05

RIDE ——→
WALK ···—···→

SPECIAL ELECTRICAL REQUIREMENTS FOR AMES
AERONAUTICAL LABORATORY 1952 INSPECTION

The following describes briefly the special electrical requirements that were necessary for the 1952 laboratory inspection:

40- by 80-foot wind tunnel

Power requirements consisted of the drive fans and two blowers in the model operated from the 40- by 80-foot tunnel 400 cycle sets, and the building elevator. Two P.A. systems were installed, one at the 2nd floor and one on top of the test section. Lighting installed was as follows:

1. Two 750 watt reflector lamps lighting the model in the test section.
2. Seven 150 watt projector flood lamps for lighting placards and 40- by 80-foot model on the 2nd floor.
3. Two 300 watt reflector flood lamps, one 150 watt projector flood lamp and three 1500 watt century spot lights for lighting the model and semi-span wings on the ground floor.

Communication from the top of the test section to the balance house was over the high noise level I.C. system. Magneto phones were supplied for communication between the balance house and M.G. room.

2- by 2-foot wind tunnel

Power for drive motors was supplied from the 40- by 80-foot tunnel 150 cycle set. A P.A. system was installed. Lighting consisted of one 500 watt Century spot light, one 1500 watt spot light and a fluorescent ultra-violet lamp. A variac was installed on the house lights to increase the room illumination gradually after showing of movies. Magneto phones were used for communication between the benchboard and 40- by 80-foot M.G. room.

6- by 6-foot wind tunnel

Only power requirement was for a small 120 rpm gear motor. No P.A. system was required. Lighting consisted of two 500 watt Century spot lights, four 40 watt fluorescent lamps, and six BL-360 (ultra-violet) fluorescent lamps for the shadow box.

16-foot wind tunnel

No power and no P.A. system required. Lighting required was two 150 watt projector flood lamps for chartboard lighting and elevator lights for general lighting.

Flight Engineering

(Located in 7- by 10-foot wind tunnel No. 1, west shop.) A P.A. system was installed. Lighting consisted of four 300 watt reflector flood lamps and one 1500 watt Century spot light.

Research Planes

(Located in Aviation Sheet Metal Shop.) A P.A. system was installed. No power or lighting required.

Flight Research

Lighting installed consisted of two 150 watt projector flood lamps and one 15 watt fluorescent, indirect fixture for soft light during the showing of movies.

1- by 3-foot wind tunnel

Power was required for heater in convection channel. Lighting consisted of 40 watt fluorescent lamps over charts, one 500 watt spot light on speaker, and a type A lamp for the schlieren.

12-foot wind tunnel

No electrical requirements.

Machine Shop

Signal bell for assembling group.

Grandstand on ramp

P.A. system.

Auditorium Lobby

P.A. system.

Hangar No. 2

(Lunch period.) P.A. system for luncheon music (tape recorder supplied by Miss St. John) and paging.

Temporary telephones installed:

Two NACA phones at Hangar No. 2 information desk
One NACA phone at Hangar No. 2, temporary kitchen
Two pay phones and booths at Hangar No. 2
One NACA phone in Room 107, Administration Building
One pay phone in booth at Administration Building

Noisemakers disconnected included: Paging systems, extension telephone bells, air compressors, door bells, elevator bells, signal bells, and code call system.