CRASH FIRE STUDIES TO BE REVIEWED FOR INSPECTION AT L.A.L.

The airplane crash fire investigations conducted at Ravenna will be the subject of our contribution to the NACA Inspection being held this year on May 5, 7, 8, and 13 at the Langley Laboratory in Virginia.

Alternating speakers Irving Pinkel, Associate Chief of the Physics Division, Merritt Preston, Chief of the Flight Research Branch, and Dugald Black of the Flight Research Branch, will explain some of the results of crashes to which the airplanes were subjected in the search for an understanding of how fires start.

The objective of this research is to provide a basis for the design and operation of aircraft to minimize the crash fire hazard. Of primary interest are the answers to when and where do ignition

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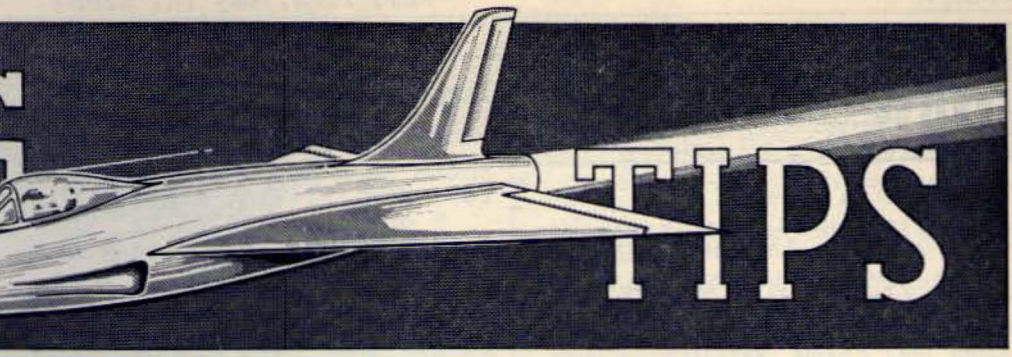
CRASH FIRE STUDIES TO BE REVIEWED AT LANGLEY INSPECTION

sources appear in a crash and how does fuel move from spillage points to ignition sources.

Movie sequences dramatically illustrate the results of this important research and the effectiveness of an experimental inerting system which was developed at this Laboratory to control the start of fires.



he personnel of the Lewis Flight Propulsion Laboratory, NACA

Cleveland, Ohio, May 15, 1953 No. 25

GUESTS INSPECT LANGLEY LAB

During the four-day inspection, May 5,7,8,and 13, at the Langley Laboratory in Virginia, guests representing the aircraft and allied industry, military services, and universities observed various labs, shops and tunnels and heard resumes of research programs.

Divided into small groups to ease hearing and seeing,the visitors made eleven stops during their tour.These stops, as titled on the official program, were: Hydrodynamics; Stability and Control; Transonic Research; 8-Foot Transonic Pressure Tunnel; Gas Dynamics; Model Construction; Instrumentation and Pilotless Aircraft Research; Flight Research;Dynamic Loads Research; Structures Research; Airplane Crash Fire Research.

Hydrodynamic research at Langley has led to the successful development of hydroskis which enable water-based planes to land or take off on snow or sod. Ditching characteristics of new aircraft are under continual investigation using models scaled to size and strength.

Providing stability and control in vertically rising aircraft is another problem under study at Langley. The possibility of designing planes which would possess the vertical rising capabilities of the helicopter and the high speeds of planes powered by turboprop and turbojet engines is a challenge to the scientists in Virginia.

Attaining integrity of measurement through the use of precision instruments and models is a prerequisite to high quality research. Visits to the model shops at Langley demonstrated the role played by models which are required to meet ever-increasing demands as regards complexity, precision, and strength.

This inspection was the final biennial inspection of any NACA Laboratory. Beginning with the calendar year 1954, the NACA will conduct general inspections of the Lewis,Ames, and Langley Laboratories every third year. The initial inspections under the new plan will be as follows: Lewis, October, 1954; Ames, July,1955; and Langley, October, 1956.

MAY 28 through JUNE 11

NEW ENROLLMENTS will be accepted for hospitalization. If you wish to increase your coverage