

THE AIAA TABLOID

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BISPLINGHOFF ADDRESSES SECTION MAY 25

NOTED SCIENTIST AND PAST
NATIONAL PRESIDENT FEATURE
OF OFFICER INSTALLATION NIGHT

Set aside Thursday evening, May 25, as the night you take your wife to the Hanalei Hotel Empire Room. You'll enjoy a succulent Tahitian dinner, see the impressive, colorful, ceremony of the changing of the AIAA guard, and hear one of America's foremost aeronautical authorities.

Raymond Bisplinghoff, past national President of AIAA, is coming from MIT to give us his views about "Post-Apollo Space Goals". Well known to most engineers because of his books about aeroelasticity, Mr. Bisplinghoff has served as assistant to the NASA administrator and chief scientific advisor to the FAA administrator.

Dinner will begin at 7:15 P.M., with the officer installation and lecture starting about 8:15. Miss Mary Condon is accepting phone reservations at 297-2911. Don't pass up this opportunity to hear one of the country's top scientists as he describes what you aerospace engineers will be working on in just a few years.

MAY 25 !
AIAA !
BISPLINGHOFF !



Raymond Bisplinghoff

SECTION REVIEW SERIES

NOW IN PROGRESS

Nearly a hundred AIAA members and non-members are attending the section-sponsored Technology Review series. The first presentations have been enthusiastically received as these comments from Convair engineers indicate: "informative, interesting, well worth my time" - Phil Knowles (Thermo non-member); "particularly appreciated 2nd lecture, feel it should be of value in future use" - Dick Huber (Dynamics prospective member).

Space is available for the remaining sessions held in the Chem-Geology Bldg. at San Diego State College. The subjects are weapons systems effectiveness, guidance and control, and systems engineering, with section chairman Bob Williams the final speaker. Individual lectures are \$2 or \$5 for the whole series. Call John Conly at 286-6067 for further info.

REUBEN FLEET NIGHT

A MAJOR SUCCESS

Over 500 were in attendance when AIAA co-sponsored Reuben Fleet Night. They were treated to a delightful evening of honors for the Major and slides of Consolidated airplanes, with recollections by his associates.

Then, best of all, the Major spoke of his gratitude, and spotted many of his long-time friends who had come for the occasion. Vern Albert, section vice-chairman, received this note a few days later:

"My dear Albert:

I do so appreciate the San Diego Section of the American Institute of Aeronautics and Astronautics joining with the San Diego Chamber of Commerce in sponsoring the Community Tribute Dinner held in my honor 21 March. It was one of the most heart-warming events in all my 80 years and my appreciation is greater than words can express.

My sincere gratitude to you, the members of the AIAA, Chamber of Commerce, and others who worked so ardently in planning this delightful event.

Cordially,
R. H. Fleet"

HYDROSPACE AN IMPORTANT SAN DIEGO INDUSTRY

How many companies in San Diego County would you say are engaged in marine and undersea activity? The Chamber of Commerce listed 64 in a recently published pamphlet, "Ocean Oriented Industries". This 12-page book costs \$1.00, and is available at C of C, 233 "A" Street, Suite 300, San Diego, Calif. 92101. A slightly larger booklet with pictures, titled "Oceanics in San Diego" can also be obtained for \$1.25.

SPIRIT IN SAN DIEGO

A replica of the Spirit of St. Louis, built by Frank Tallman, will be flown around the city May 10. It will land at Lindbergh Field about 4:30 P.M. and be on display through May 13. San Diego has been given the first chance at buying this airplane. Councilman Jack Walsh states we have until June 15 to raise \$50,000. Your help is needed now! Won't you send a donation to the Aerospace Museum Balboa Park, San Diego?

ACTION FOR SAN DIEGO AIAA NATIONAL MARINE MEETING

Plans are rapidly being shaped for the AIAA National Marine Systems and ASW meeting to be hosted by our section in San Diego next May. The newly-appointed general chairman is Jack Bennett, Manager of the Lockheed Ocean Laboratory located in the ex-IAS building on Harbor Drive. Jack's previous meeting assignment of administrative chairman has been filled by Bill Mollering, Assistant to the NEL Technical Director. The AIAA wasted no time putting Bill to work, as he just returned to San Diego in February from LTV Dallas. "This should be a perfect time to review progress in undersea technology," says Bill. "This field will be receiving much greater emphasis by government and industry."

Announced as technical committee co-chairmen are Dr. Don Wilson, Technical Director of Underseas Technology at NEL, and Scripps' Dr. Fred Spiess. They are establishing the subject categories and will call for papers May 22nd. Chairmen of program coordinators, security, membership, and publicity are needed, as well as help in many other areas. This is a meeting of great importance to San Diego and our section, and of great significance to the field of undersea technology. Give Bill Mollering a call at 222-6311, ext. 101, and volunteer.

A VISIT WITH THE SPIRIT OF ST. LOUIS DESIGNER

Don Hall, a retired aeronautical engineer, is a member of the San Diego section of AIAA. He resides in Point Loma with his wife Elizabeth. Forty years ago he designed The Spirit of St. Louis. In a recent conversation, Don Hall recalled some highlights of his career:

GETTING TO RYAN AIRLINES "My first aircraft job was in 1919 with Curtiss on Long Island. I came out here and went to work for Douglas in 1924. Later I took leave from Douglas to go to the Air Corps flying school in San Antonio at what was then called Brooks Field. I joined Ryan on January 31, 1927."

A QUICK ASSIGNMENT "Four days later, a telegram arrived from Lindbergh's backers asking if we could build an airplane to fly from New York to Paris nonstop. Didn't say anything more than that. I studied it and it looked questionable within the short time they wanted it, but we said 'yes' anyway."

MEETING LINDBERGH "The first I knew of it again, Lindbergh walked in the door on February 21st. I'd never heard of him before; no one else here had either, as his name wasn't even used in the telegram. He came in by train. Just before he got here, we had heavy rains and floods, and the only way you could get here was by way of El Centro. After he arrived I did a little preliminary design, like you always do. He was satisfied with us and we were satisfied with him, so the contract was signed Friday, Feb. 25th."



W. H. Bowlus (left), Ryan factory mgr; B. F. Mahoney, pres; Charles Lindbergh; Don Hall, chief engr; 1927 (Fred Rohr between Bowlus and Mahoney)

TO WORK "We really started the 28th. The first test flight was two months later on April 28th. Lindbergh had his own ideas, most of which I accepted, some I disagreed with, but we came to mutual agreement. I was all alone during the design except for two nights when the purchasing agent helped me with weight analysis. He'd had two years of engineering in college. From the Ryan M2 we took the wing ribs and tail surfaces; everything else was different. We laid some stuff down full size on plywood and worked from that. The appendix to Lindbergh's book gives details."

TEST FLYING "Lindbergh was the only test pilot. That was one of his original requirements. I had a ride in it, sat on the right-hand arm of the wicker chair. I took the controls with my left hand. It wasn't a very stable airplane, as I purposely made it unstable - Lindbergh wanted it that way to stay awake. The first flights were from Dutch Flats, just opposite from Marine Corps Recruit Depot. It was 2-3 feet under water a week before Lindbergh arrived but dry enough by the time we were ready to start flight testing. We only had about 12 days for testing, and Lindbergh flew every day he could except when we made little changes here and there."

VISIT WITH DON HALL (Cont.)

LINDBERGH "He wasn't a bit nervous about the flight, the most composed man I ever ran across. Physically very good, had excellent vision, maybe better than normal. He was an excellent cross-country navigator by dead-reckoning, and here he spent a lot of time working on his own maps. AFTER 1927 "Another airplane more important to me than the Spirit was the X-1 which I designed in 1928. It was a monoplane with semi-tandem wings, a low forward wing with a span of 30 feet, and a little higher all moveable aft wing with 15 feet span. I formed my own company, Hall Aeronautical Development Co., and tried to promote it, but it was too hard during the depression. When Consolidated came to town in 1935 I gave it up and went with them until 1949. For years I was the only IAS member in San Diego. I was with the Navy at North Island from 1949 until retirement in 1963. One important project I'm now putting into shape is a very large collection of technical aeronautical data dating back to 1919, which I want to donate to a suitable organization."

Mr. Hall, we're proud to have you in our section.

DEAR PATIENT READERS:

You'll have to find something else to wrap the garbage in, as this is the final tabloid of the year. Due to an unfortunate mixup -- an errant clerk had put us in the smut category -- we failed to win the Pulitzer Prize, though we were judged to be No. 11 by the smut people. I wish it to go on record that I was not alone in perpetrating this yellow journalism upon you. My thanks to a gaggle of lovely, efficient secretaries Bea, Ramona, Judy, Joan, Joyce, Shirley, Maureen, Maridee (their names are yours, their phone numbers are mine) and a couple probably left out. Thanks also for the thousands of cards and letters, donations and recipes.

A final thought - take a few seconds occasionally to send a card or call your new officers and sound off about what you'd like to see AIAA do, what you thought of the last meeting (keep it clean), or that your're alive. Let's make next year even better.

The Editor

P. S. Due to insufficient response, the \$5 for the funniest aerospace joke stayed in the treasury.

Comments invited. Send to 4016 1/2 Shasta St., S. D. 92109.