

other persons of prominence. The papers have all been collected or recorded and are to be published later.

All sessions were held in the Commerce Department auditorium. In the spacious lobby various of the participating agencies placed exhibits of their products or activities. So much interest was manifest in these exhibits that they were kept on display during the week following the meeting.

On the evening of the first day a dinner was held at the Washington Hotel. After the meal Congressman Carl Hinshaw, Representative from California, gave an excellent talk on the importance of navigation. Numerous important government officials, including several congressmen, attended the symposium and were enthusiastic in their praise.

Rear Admiral Leo Otis Colbert, Director of the U. S. Coast and Geodetic Survey, served ably as General Chairman of the meeting; Captain Casper M. Durgin, USCGS; Mr. Tom Burkett, Mr. John Kay, and Mrs. Glenys Zeman completed the committee, but many others assisted in the execution of this excellent meeting, which set a new high for level of participation.

Lieutenant Commander Alton B. Moody, USNR
Vice-President for the Eastern Region

TWO WAYS OF LOOKING AT PRECISION

One of the most thrilling sights at sea is the landing of aircraft on the deck of a carrier. Even to a seasoned naval aviator, the clocklike precision of his shipmates is a fascinating spectacle.

Every plane has to arrive within a space only 30 or 40 feet wide, or the pilot gets a wave-off. Most people are visibly impressed with this the first time they see it.

Not so with one salty old navigator from the merchant service, who showed up during the war on a jeep carrier. After the first series of landings, one of the pilots asked him if he didn't think the squadron put on a pretty good show.

"The pilots had it pretty easy," said he, "Now if I had this ship even 50 feet off her exact course, every one of them would have gone in the drink."

COMMANDER E. S. QUILTER, USN.

DON'T BLAME IT ALL ON THE INSTRUMENT

All new gadgets have an air of mystery about them. No exception to this statement was the directional gyro.

One of the first models of this instrument was entrusted to a test pilot who was to deliver it in a plane to Wright Field from the Sperry plant in New York.

When he arrived at Dayton, he was most enthusiastic about the new instrument. To the people on the ground he said, "This is the best thing they have put out yet. It never varied a degree all the way, and I hit Wright Field right on the nose."

When he undertook to show how the gadget worked, he said, "You set it like this."

Then he turned red. It seems he had never uncaged it.

COMMANDER E. S. QUILTER, USN.

IN MEMORIAM

Lieutenant Commander Horace A. Arnold, USNR, a member of the Institute, died in Coronado, California on September 9, 1949.