



Smithsonian  
*National Air and Space Museum*

Jerome Clarke Hunsaker Papers

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National Air and Space Museum Archives  
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## Collection Overview

<b>Repository:</b>	National Air and Space Museum Archives
<b>Title:</b>	Jerome Clarke Hunsaker Papers
<b>Identifier:</b>	NASM.XXXX.0001
<b>Date:</b>	1916-1969
<b>Extent:</b>	8 Cubic feet (28 boxes)
<b>Creator:</b>	Hunsaker, Jerome Clarke, 1886-1984
<b>Language:</b>	English
<b>Summary:</b>	The Hunsaker Papers are rich in aeronautical information relating to the 1920s and 1930s. The material furnishes a generous account of his contributions in the aeronautics field as an engineer. Interested researchers should pursue materials pertaining to Hunsaker in such repositories as MIT's Institute Archives and Special Collections Department, the Goodyear Tire & Rubber Corporation, the U.S. Navy History and Archives at the Washington Navy Yard, and the NASA History Office, Headquarters Building, Washington, DC. This archivist views the Hunsaker Papers, NASM.XXXX.0001, most relevant to research dealing with Hunsaker's professional career.

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## Administrative Information

### Acquisition Information

Jerome Clarke Hunsaker, gift, 1964, NASM.XXXX.0001, unknown

### Processing Information

Oversized documents were removed from their original location in the folders and placed in flat box storage (box 28) and photocopies have been used to cross-reference the location of the originals. Fragile or torn documents were placed in polypropylene sleeves with archival bonded paper. All photographs, with one exception, including three photo albums (box 9, folders 6, 7, and 8) remain in their original location. A 9"x14" original matte photograph of the Goodyear Board of Directors with Dr. Hunsaker posed standing, on left, is in box 28. It is important to understand that file descriptions do not refer to all contents of a file, but represent a summary; a complete review of each file is recommended. Finally, rolled drawings and maps were stored in flat storage and may undergo conservation treatment at a later time.

### Preferred Citation

Jerome Clarke Hunsaker Papers, NASM.XXXX.0001, National Air and Space Museum, Smithsonian Institution.

## Restrictions

No restrictions on access.

## Conditions Governing Use

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## Biographical Note

Jerome Clarke Hunsaker (b. August 26, 1886; d. September 10, 1984) was an aeronautical engineer and designer. He graduated from the United States Naval Academy in 1908 at the head of his class and received his Masters of Science (1912) and Doctor of Science (1916) from the Massachusetts Institute of Technology (MIT) before being posted as Chief, Aircraft Division, Bureau of Construction and Repair, Navy Department (1916-1921). He advanced to Chief of the Design Division (1921-1923) where he designed the airship USS Shenandoah (ZR-1, commissioned in 1923). He served as Assistant Naval Attaché, Europe beginning in 1923 until resigning his commission in November of 1926. Between 1927 and 1928, he worked as Assistant Vice President and Research Engineer for Bell Telephone Laboratories. In this position, he helped standardize wire, radio and weather service for America's developing airways. He moved to Goodyear-Zeppelin Company as Vice President in 1928 where he supervised the design and construction of the airships USS Akron (ZRS-4) and USS Macon (ZRS-5). In 1933, he returned to MIT as Chairman of the Department of Aeronautical Engineering. Dr. Hunsaker served on numerous committees, including the National Advisory Committee for Aeronautics (NACA) between 1923 and 1956. He was NACA's Chairman from 1941 to 1956. Hunsaker also served NACA as a Main Committee member during 1922, 1923 and 1938 to 1958.

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## Scope and Contents

These papers include material beginning with Hunsaker's work during his naval career. The largest quantity of material consists of correspondence, memos, and reports covering Hunsaker's tenure at Bell Telephone Laboratories and Goodyear Tire & Rubber Company; his association with the Chrysler and Sperry Corporations; and his tenure as Chairman of NACA while teaching at MIT.

Note: The digital images in this finding aid were repurposed from scans made by an outside contractor for a commercial product and may show irregular cropping and orientation in addition to color variations resulting from damage to and deterioration of the original objects.

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## Arrangement

The papers can be grouped into three categories. The first is documentation pertaining to his work while Chief of the Aircraft Division, Bureau of Construction and Repair, Navy Department. In this capacity, Hunsaker was in a position to influence US Naval planning for all aspects of aviation during the post-World War I period. The second category of documentation concerns Hunsaker's entrance into the civilian work force. By this time, Hunsaker had begun to create an identity for himself as a determined leader. He was actively publishing and delivering papers on all facets of aeronautical engineering. When Hunsaker joined the staff of MIT as Head of the Department of Aeronautical Engineering in 1933, the world aviation

community recognized and began to call upon his expertise regarding all aspects of aviation. The final category of documentation reflects Hunsaker's involvement with many professional societies including the American Philosophical Society and the American Society of Mechanical Engineers. He served as member and chairman of many corporate boards including the Chrysler Corporation, the Goodyear Tire & Rubber Corporation as well as the Guggenheim Medal Board.

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## Names and Subject Terms

This collection is indexed in the online catalog of the Smithsonian Institution under the following terms:

Subjects:

- Aeronautical engineers
- Aeronautics
- Airships
- Electricity in aeronautics
- Periodicals

Types of Materials:

- Correspondence
- Diaries
- Drawings
- Photographs
- Publications

Names:

- Bell Telephone Laboratories
- Goodyear-Zeppelin
- Hunsaker, Jerome Clarke, 1886-1984

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## Container Listing

### Series 1: Naval Career

9 Boxes

Box 1

#### 1.1: Correspondence with Individuals

6 Boxes

Box 1

This correspondence represents the period when Hunsaker was in the US Navy. It includes business and personal letters, filed alphabetically.

Box 1, Folder 1

File "A", 1915-1922

[Image\(s\)](#)

-Correspondence with Dr. Joseph S. Ames 1919-1922 on various topics such as nomenclature for Aeronautics and various NACA subcommittees.

-Star Truscott's 1917 reports for joint Army and Navy Airship Board. These deal with technical and current problems that need consideration in establishing an airship program. They also contain reports of 1915 and 1916 encounters between Zeppelins and submarines in which the submarines escaped.

-1920 Correspondence with Aluminum Company of America regarding the need for information on the working of duralumin.

-April 1921 correspondence with Atkins relevant to duralumin production and metallurgical problems.

Box 1, Folder 2

File "B", 1922

[Image\(s\)](#)

-Correspondence with Thurman Bane relative to problems between McCook Field and the Navy parachutes, Martin Bomber, Igor Sikorsky, etc.

-Some correspondence on George de Bothezat regarding his work at McCook Field, OH.

-Letters to and from Henry Berliner relevant to improving his technical background.

-Letters from Casey Baldwin asking for information on Liberty engines. Correspondence with Griffith Brewer, London 1922, relevant to efforts of Zahn and Walcott to restore Langley's name.

-1922 correspondence with C.P. Burgess, London, relevant to airship design, also Burgess' request for a month's leave before he comes back to US. Burgess was in England gathering design data for use on the ZR-1.

-May 1922 letter to CDR Beehler, American Embassy, Berlin, relevant to Army/Navy dispute and relationship between Navy inspector and Army representatives in Germany

## Box 1, Folder 3

File "C", folder 1 of 2, 1918-1921

[Image\(s\)](#)

-Memos dated August 6, 1918, Capt. Irwin to Admiral Taylor consisting of extracts of personal letters which Irwin received from H. I. Cone.

-1919 correspondence with Constructor L. I. R. Campbell, Royal Navy, relevant to the rigid airship and metal problems

-Correspondence with Frederick G. Coburn in 1920-1921 [additional items in folder 4]

-Letters to and from Glenn Curtiss dealing primarily with hunting and fishing; in one of them Curtiss discusses a glider he is building [additional items in folder 4]

## Box 1, Folder 4

File "C", folder 2 of 2, 1916-1923

[Image\(s\)](#)

-Memoranda dealing with the status of the naval aircraft program, the Burgess and the Thomas Morse Scouts dated late 1916 and early 1917. There is a memo discussing C & R/S. E. aeronautical relationships both in the Bureau and in the field with particular regard to the inspection system.

-Letter to V. E. Clark, Dayton Wright Co., of May 3, 1923 discussing formula for paddle-type balance on ailerons on the TW3.

## Box 1, Folder 5

File "D", 1918-1920

[Image\(s\)](#)

-1920 correspondence with Donald W. Douglas relevant to his plans on West Coast

-1918 letter and report, "*General Theory of the Screw*" from George de Bothezat

-1921 correspondence with Cdr. D.W. Bagley, Naval Attaché, The Hague, relevant to Fokker C-1

-1921 correspondence with Cdr. Dyer at Cardington, England, relevant to the R-34 and R-38. Also, Dyer was thinking of his next assignment and requested and received considerable information on the internal Navy situation. Of particular interest was J. Hunsaker's thinking that the engine lab should be transferred to Naval Aircraft Factory (NAF) once Bureau of Aeronautics (BuAer) came into being.

## Box 2, Folder 1

File "E", 1920-1923

[Image\(s\)](#)

-Letters to and from various individuals regarding commissions or employment.

-1920 correspondence relevant to Emerson's attempt to tie in with Zeppelin while still a naval officer on active duty.

-Correspondence with Captain G. R. Evans, American Embassy, Paris, 1921, consisting of a routine discussion of technical and procedural problems of interest.

-Letters to Ellyson in Brazil, 1923. These are newsy letters with Ellyson frankly discussing the problems and aims of Brazilian Naval Aviation and J. Hunsaker providing insight.

## Box 2, Folder 2

File "F", folder 1 of 2, 1917-1920

[Image\(s\)](#)

-1917 correspondence with Naval Constructor Fogarty at Boeing

-1917 correspondence with Professor Fessenden relevant to submarine detection

-December 1919 letter from Fitzpatrick, Inspector of Naval Aircraft (INA), Martin Aircraft Co., relevant to difficulties of working at Martin plant, and discusses small vs. large airplanes and landplanes vs. seaplanes

-1919/1920 correspondence between Hunsaker and Dr. B. B. Owens, Sec. of the Franklin Institute

-August/September 1920 correspondence with Benjamin D. Foulois, while he was stationed in Berlin, Germany

-Correspondence relevant to employment or assignment of various individuals [additional items in folder 3]

## Box 2, Folder 3

File "F", folder 2 of 2, 1916-1922

[Image\(s\)](#)

-Unsigned December 13, 1916 memo pertaining to Cognizance and Inspection of Aircraft

-September 1922 Fulton letter relevant to interrelations between the Army, Navy and Zeppelin Co. [There is a good bit of correspondence with Fulton on this situation]

## Box 2, Folder 4

File "G", 1918-1922

[Image\(s\)](#)

-April 1920 correspondence with various Germans that JCH wanted to contact on his trip to Europe: Ahlbrou, Von Tsudi, Reichenheim, also William Knight of NACA, Von Paerseval, etc.

-1920 correspondence with A. Guidoni, Italian Air Attaché

-1920 correspondence with Captain Goto, Japanese Naval Attaché, at the Embassy of Japan, Washington, DC

-1921 correspondence with L.D. Gardner dealing with articles for publications, opinions between the Army/Navy, i.e., Mitchell dispute



-Bulletin of the Aero Club of Belgium with a picture of the Pescara Helicopter equipped with tandem bi-plane rotors

-August 1917 letter from G.S. Gillepsie, Inspector of Engineering Material, Brooklyn, NY, containing a discussion of Aeromarine management

-May 1917 letter from W.A. Gibbons, London, to R.B. Proce, NY discussing what happened to the American expert caught in Europe by the outbreak of war

-1918 correspondence regarding Gallaudet D-4 and set of performance figures, blueprints of photographs of the D-4 in flight, its wreck and salvage, December 1919 letter from Gallaudet concerning McCook Field report of D-6 propeller gear

-1920 correspondence with Goodall, dealing with relief for land, assignment of a Royal Navy constructor to Washington, D.C. and touching on the rigid airship question

-1921 Correspondence with Dr. Geer of Goodrich

-1921-1922 correspondence with Gilmore of Curtiss, regarding the Curtiss Racer and a small Curtiss Flying Boat

## Box 2, Folder 5

File "H", folder 1 of 3, 1920-1923

[Image\(s\)](#)

-December 1920 memo explaining the visit of Grover Loening and summarizing past problems dealing with the Loening Aircraft Co.

-Abstract of Wilson-Hersey 1922 paper on air navigation

-1922 correspondence with Colonel Hartney concerning the National Aeronautics Association (NAA)

-1922 correspondence with Professor Hovgaard on strength of airships

-1923 correspondence relevant to James V. Martin suit, requesting Justice Department to furnish attorney

-March 7 and 9, 1923, letters from Bureau of Standards

## Box 3, Folder 1

File "H", folder 2 of 3, 1917-1921

[Image\(s\)](#)

-Miscellaneous letter of recommendation and correspondence with people seeking positions or commissions with the US Department of Navy

-1920 memo for Chief Constructor regarding reduction of officer personnel

-July 5 and 6, 1921, memo to Captain W. G. DuBose recommending that C&R assume responsibility for ship's propellers

-August 1919 memo to Rear Admiral David W. Taylor recommending Coast Guard Aviation be part of Naval Aviation, reserve engineers be given regular commissions and authority be obtained to recruit civilian engineers

- December 1919 memo on hearings of LaGuardia subcommittee giving a detailed account of argument between LaGuardia and Calan over conduct of aircraft procurement in Italy by American missions
- January 1920 memo to Captain Craven on proposed organization for aviation under Chief of Naval Operations (CNO)
- January 1920 letters from Admiral Taylor to Congressman Hicks relevant to aviation action by British parliament and December 1919 memo discussing foreign aviation programs
- 1920 Abstract of lecture on Naval aircraft for Franklin Institute
- February 1920 letter from Huff Daland, Naval Aircraft Factory (NAF), regarding article on emergency floatation gear for Gardner and Moffett.
- May 1919 memo to Rear Admiral David W. Taylor on items of interest in the Aircraft Division
- December 1919 memo from Admiral Taylor on permanent commission of reserve officers engaged in aircraft work -June 1917 memo to Captain Herck of French Commission concerning plywood for floats
- June 1920 letter from Manager of NAF relevant to practices of erecting airships describing various European practices
- May 16, 1919, memo to Admiral Taylor relevant to general Board hearings of May 9, discussing the differences of opinion between Craven & Whiting and Maxfield relevant to adequacy of existing aviation organization

## Box 3, Folder 2

File "H", folder 3 of 3, 1919-1923

[Image\(s\)](#)

- March 9, 1922 letter explaining circumstances in regard to giving New York Times information on British Investigation Board on ZR-2.
- 1922 correspondence with Herbster
- March 27, 1922, memo to General Mason M. Patrick on accident of Airship ROMA with JCH's comment on proceedings of Board of Investigation.
- Correspondence with Huff of Huff-Daland dealing primarily with Sea Sleds but touching on aircraft development
- May 1919 memo to Chief Constructor regarding personnel for the aircraft division and recommending some officers be given civil service positions
- 1920 correspondence with L. Clayton Hill of SEA Journal relevant to publishing the Wright Lecture
- October 1920 memo on inadequacies of work performed by the aeronautical trial board
- September 1920 letter from Dr. Joseph S. Ames regarding Professor Prandtl

-August 1920 report to Raer Admiral David W. Taylor on Hunsaker's trip to Germany discussing German aeronautical science and industry and attempts to obtain information on German techniques

-July 1921 memo for Captain Furer about the force engaged in aeronautical inspection

-June 1920 letter from Hunsaker (London) to Admiral Taylor, also letter from Land to Taylor

-1920 correspondence with Herbster at Coco Solo, CZ, relevant to the problems of Coco Solo, shipment of equipment, as well as the operation of aircraft and materials in tropical conditions

-1923 correspondence with Commander R.T. Hanson dealing with various subjects including bombing of USS Iowa

## Box 3, Folder 3

File "J", 1919-1923

[Image\(s\)](#)

-1923 letter to Jule James, Paris, showing progress reports to the French

-Miscellaneous correspondence from John Jay Ide, Melville Jones and Jeffries

-June 1920 letter from Boeing telling Hunsaker that they keep losing more money each year and mentioning the possibility of closing the plant if their latest contract with the US Army does not work out

-1921 correspondence with Henri Julliot regarding transatlantic airships

-Undated copy of order from Office of Chief Signal Officer prescribing markings for Army and Navy aircraft

-Memorandum on the Joint Inspection of Aircraft

-Extensive 1919-1920 correspondence with Henri Julliot

## Box 3, Folder 4

File "K"

[Image\(s\)](#)

-Correspondence with Lieutenant Kneip, GINA at McCook Field, discussing Navy/McCook Field relationships with particular reference to racing competition and problems of keeping plans secret from competitors in other services

-1922/1923 correspondence with Professor H.W. Keith, Massachusetts Institute of Technology (MIT), relevant to the study of seaplane floats, information on the installation of Kite Balloon winches for the USS Florida and USS Utah

-1921 correspondence with Clement M. Keys of Curtiss, re: the beginning of the Navy Curtiss CR Racer

-1919 letter of recommendation for Charles B. Kirkham

-Miscellaneous correspondence with Alexander Klemin, Keller and Klecker

- 1920 correspondence with Roy Knabenshue
- Box 3, Folder 5      File "L", folder 1 of 2, 1922-1923  
[Image\(s\)](#)  
-1922 correspondence with Bruce Leighton regarding aircraft engines  
-1923 correspondence with Zachary Lansdowne, Naval Attaché, Berlin  
-1923 correspondence with H.B. Luther, University of Cincinnati, regarding the application of "Method of least work" to problems of aircraft structure  
-Correspondence with persons regarding the development of Lighter-than-Air (LTA) in Europe
- Box 3, Folder 6      File "L", folder 2 of 2, 1918-1921  
[Image\(s\)](#)  
-1918 correspondence with Grover Loening describing what may have been the first flight of the Loening L.S. Seaplane Nr 1 Kitten, Henry Woodhouse and Loening aircraft  
-1920 correspondence with the Paul W. Litchfield, Vice President & Factory Manager of Goodyear Tire & Rubber Co.  
-1921 correspondence regarding the developments of catapults on the USS Langley at the Philadelphia Navy Yard
- Box 4, Folder 1      File "M", folder 1 of 2, 1923  
[Image\(s\)](#)  
-1923 correspondence with Leslie MacDill at McCook Field involving engine problems and discussing such things as whether Curtiss should be permitted to exchange D-12 design rights for Jaguar design rights  
-1923 correspondence with Lionel S. Marks relevant to revising the Aeronautics section of Marks Handbook  
-March 23, 1923, report giving the conditions of NAS Lakehurst, NJ  
-June 1923 correspondence with Lt. Cdr. N. Lockwood Marsh regarding the International Air Congress, London
- Box 4, Folder 2      File "M", folder 2 of 2, 1920-1923  
[Image\(s\)](#)  
-1923 correspondence with George Madelung relevant to Madelung's work for Glenn L. Martin, also 1921 correspondence concerning finding a position for Madelung in America [items in 1,2]  
-Correspondence with A. L. Merrill concerning various matters relating to MIT such as who might succeed Dr. Richard C. MacLaurin as President of MIT, how to strengthen MIT's course in Aeronautical Engineering and who might be contacted to get a matching endowment to go with the \$300,000 "John Smith" endowment

-1921 correspondence with L. H. Maxfield relevant to rigid airships, particularly the R-38

-September 1919 correspondence with Captain L.B. McBride, Asst. Naval Air Attaché, American Embassy (London), regarding the condition of aviation in England

-1923 memo regarding US Navy Appropriations for same year

-1921 first draft memo regarding Aviation estimates for same year

-In 1920, JCH prepared a "confidential" list of persons from various manufacturing companies in the United States for the President of MIT, Dr. Richard C. Maclaurin, for fund raising activities and other matters.

Box 4, Folder 3

File "N/O", 1919-1922

[Image\(s\)](#)

-1919 Civil Service requirements for Aeronautical Engineers, both Navy Dept. and the National Advisory Committee for Aeronautics (NACA)

-Undated draft memorandum concerning accounting for Naval Aircraft Expenditures for Fiscal Year (FY) 1917

-November 1921 correspondence with C. A. Nicholson relevant to his post graduate work at MIT

-1921/1922 correspondence with Alec Ogilvie, London, relevant to merits of alcohol and benzol in aviation gasoline, Fokker Torpedo plane

-Papers of promotion for JCH to the rank of Full Commander signed by Franklin D. Roosevelt (FDR), then Acting Sec. of the Navy, 1919

Box 4, Folder 4

File "P", 1919-1922

[Image\(s\)](#)

-1919 correspondence with C. W. Pierce

-1921 correspondence with Handley Page dealing primarily with slots and flaps

-1921 correspondence with Prandtl on air resistance of cylinders

-1919 correspondence with Lieutenant Commander E. M. Pace, Jr., concerning Naval Aircraft Factory (NAF) problems

-Correspondence with Paunack relevant to problems of manufacturing dirigibles at Akron, OH

-1920 correspondence with Paine of MIT relevant to surging of the MIT wind tunnel

-1922 correspondence with von Parseval

-Blueprint drawing for the University of Michigan's proposed Aeronautical Lab in 1921

## Box 5, Folder 1

File "R", 1919-1921

[Image\(s\)](#)

- Letters from Richardson relevant to development of flying boats and Porte's claim for American royalties
- Correspondence regarding finding a position for Ernst Rothenberg
- E. E. Relf of (NPL), letter of D. A. Ramsey from early 1921 discussing various developmental aircraft and commenting upon the political situation
- Louis Ream, American Steel and Wire Co., letter relevant to various aspects of metal in aircraft construction
- 1919 copy of official documents relevant to agreement to purchase R-38
- Letters to and from Russell, Vice President of Curtiss
- Report on Naval Aircraft Factory (NAF) proposal for the F-5-L Monoplane design
- Photo & barograph record of altitude flight made September 18, 1919, by Roland Rohlf in Curtiss K-12
- Two copies of a Joint Army/Navy Board: the Board reports its final recommendations with regards to the construction of Rigid Airship of the Zeppelin type and requests to be dissolved

## Box 5, Folder 2

File "S", folder 1 of 3, 1919-1923

[Image\(s\)](#)

- July 1919 outline of proposed Society of Aeronautical Engineers (SAE) "Aeronautical Handbook," standardization and various problems
- December 1919 letter from G. W. Steele to Rear Admiral Taylor regarding his testimony before Congress
- January 1920 correspondence with Professor Spofford of MIT relative to testing duralumin columns
- 1921-1923 correspondence with Karl F. Smith, Inspector at McCook Field
- 1923 correspondence with Sharp relevant to P. G. School curriculum in aeronautical engineering
- 1923 correspondence with Stratton regarding proposed automotive lab at MIT

## Box 5, Folder 3

File "S", folder 2 of 3, 1917-1919

[Image\(s\)](#)

- April 1917 paper for the American Philosophical Society's symposium on Aeronautics
- Correspondence with Joseph Steinmetz relevant to a "stern drag" net for landing aircraft behind a ship at sea

- 1919 correspondence with Dr. Stratton relevant to proposed Department of Aeronautics
- Box 5, Folder 4      File "S", folder 3 of 3, 1917-1922  
[Image\(s\)](#)  
-June 26, 1917, memo on status of Speed Scout Seaplane  
  
-May 1918 letter to Senator Swanson and statement of Naval Aircraft developments  
  
-1922 correspondence with F. H. Smith, Inspector at Stout's lab where the all-metal airplanes were being built
- Box 6, Folder 1      File "T", 1920-1923  
[Image\(s\)](#)  
-Two August 1920 letters from Rear Admiral David W. Taylor to the Saturday Evening Post regarding the newspapers statements on aviation  
  
-A few 1923 letter to Towers discussing British developments  
  
-Correspondence with P. L. Teed  
  
-1921 correspondence with J. E. Temple relevant to airship design
- Box 6, Folder 2      File "U"  
[Image\(s\)](#)  
-This entire file consists of correspondence between Hunsaker and Ralph Upson
- Box 6, Folder 3      File "V"  
[Image\(s\)](#)  
-Correspondence with Lieut. Comdr. Van Valzah with an account of progress of Naval Aviation as a result of war activities  
  
-Correspondence with Harry Vissering relevant to his negotiating rights to German designs
- Box 6, Folder 4      File "W", folder 1 of 4, 1922  
[Image\(s\)](#)  
-1922 letters to Lieut. Comdr. N. H. White, Asst. Naval Attaché, London, discussing letters such as a steel airplane by North at Norwich and plans for racing planes
- Box 6, Folder 5      File "W", folder 2 of 4, 1919-1920  
[Image\(s\)](#)  
-Contains correspondence with Comdr. R. D. Weyerbacher, Manager, Naval Airships Construction & Experiment Station NAS Lakehurst, NJ; Capt. G. C. Westervelt, Manager-Naval Aircraft Factory, Navy Yard, Philadelphia, PA; E. B. Wilson and Edward P. Warner, Professor, MIT

-Correspondence with Lieut. T. P. Wright, Inspector at Curtiss Plant, dealing with Curtiss and Loening problems between 1919 and 1920

-April 1920 letter from E. B. Wilson, MIT, regarding the need for scientific experts in the Navy and hiring

Box 6, Folder 6

File "W", folder 3 of 4, 1921-1922

[Image\(s\)](#)

-1921 correspondence with Weyerbacher regarding construction at NAS Lakehurst, NJ and possible transfer to Cape May, NJ

-1922 correspondence with W. W. Webster relevant to his taking up aviation duty

Box 6, Folder 7

File "W", folder 4 of 4, 1917-1919

[Image\(s\)](#)

-1917 correspondence with Capt G. C. Westervelt regarding Boeing and his first order with the Navy, also regarding the aircraft situation in the industry and unsettled state of the industry

-1919 Westervelt correspondence discusses situation at Boeing Aircraft Factory and touches upon C. C. Witmer, Goodyear Aircraft Factory inspector, regarding troubles with Goodyear

-June 1919 letter from Dr. Charles D. Walcott upon reorganization of NACA subcommittees

-1919 letter to Westervelt regarding aircraft for turret operations

Box 6, Folder 8

File "Y/Z", 1919-1923

[Image\(s\)](#)

-1919-1920 correspondence with Zimmerman of the Aeromarine Aircraft Company regarding the use of surplus boats for passenger carrying and other subjects

-1923 correspondence with Dr. Zahm relative to getting him a raise in salary

## 1.2: Memoranda for File/Letters , 1927/1928

### 2.5 Boxes

#### Box 7-9

This correspondence represents the period when Hunsaker was with Bell Telephone Laboratories. This is also the beginning of his civilian career. It contains memoranda for file relevant to letters written in 1927/1928, arranged alphabetically.

Box 7, Folder 1

Memoranda for File, 1927-1928

[Image\(s\)](#)

Box 7, Folder 2

Tissue copies of all letters written 1927/1928, "A", 1927-1928



	<a href="#">Image(s)</a>
Box 7, Folder 3	Tissue copies of all letters written 1927/1928, "B", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 4	Tissue copies of all letters written 1927/1928, "C", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 5	Tissue copies of all letters written 1927/1928, "D", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 6	Tissue copies of all letters written 1927/1928, "E", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 7	Tissue copies of all letters written 1927/1928, "F", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 8	Tissue copies of all letters written 1927/1928, "G", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 9	Tissue copies of all letters written 1927/1928, "H", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 10	Tissue copies of all letters written 1927/1928, "J", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 11	Tissue copies of all letters written 1927/1928, "K", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 12	Tissue copies of all letters written 1927/1928, "L", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 13	Tissue copies of all letters written 1927/1928, "M", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 14	Tissue copies of all letters written 1927/1928, "N", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 15	Tissue copies of all letters written 1927/1928, "P", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 16	Tissue copies of all letters written 1927/1928, "R", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 17	Tissue copies of all letters written 1927/1928, "S", 1927-1928

	<a href="#">Image(s)</a>
Box 7, Folder 18	Tissue copies of all letters written 1927/1928, "T", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 19	Tissue copies of all letters written 1927/1928, "V", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 20	Tissue copies of all letters written 1927/1928, "W", 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 21	The Daniel Guggenheim Fund for the Promotion of Aeronautics, folder 1 of 2, June 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 22	The Daniel Guggenheim Fund for the Promotion of Aeronautics, folder 2 of 2, June 1927-1928 <a href="#">Image(s)</a>
Box 7, Folder 23	Personal Correspondence, "A", 1928 <a href="#">Image(s)</a>
Box 7, Folder 24	Personal Correspondence, "B", 1928 <a href="#">Image(s)</a>
Box 7, Folder 25	Personal Correspondence, "C", 1928 <a href="#">Image(s)</a>
Box 7, Folder 26	Personal Correspondence, "D", 1928 <a href="#">Image(s)</a>
Box 7, Folder 27	Personal Correspondence, "E", 1928 <a href="#">Image(s)</a>
Box 7, Folder 28	Personal Correspondence, "F", 1928 <a href="#">Image(s)</a>
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##### *Box 9*

Publications, photographs, and trip itineraries relevant to Dr. Hunsaker's tenure with the Goodyear Tire & Rubber Co.

Box 9, Folder 5 Hunsaker, Jerome Clarke, "Strength of Rigid Airships," Journal of the Royal Aeronautical Society, Vol. XXXVIII, No. 162.  
[Image\(s\)](#)

Box 9, Folder 6 The Goodyear Tire & Rubber Co., Inspection Tour of Topeka, KS; Litchfield Park, AZ, and Los Angeles, CA, folder 1 of 2, January 9-17, 1947  
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This subseries contains a segment of Dr. Hunsaker's publications

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-Hunsaker, Jerome C., *Aeronautics*, "A Review Of Hydrodynamical Theory As Applied To Experimental Aerodynamics", A paper to be presented at a meeting of the International Engineering Congress, San Francisco, CA, September 20-25, 1915.

-Hunsaker, Jerome C., *Aerodynamics*, Reprinted from the United States Naval Institute Proceedings, Vol. 47, No. 10, Whole No. 244, October 1921. [delivered to the US Naval Academy at Annapolis, MD on March 11, 1921].

-Hunsaker, Jerome C., and T.H. Huff, "Aerodynamical Properties Of The Triplane", Reprinted from *Engineering*, July 21, 1916.

Box 27, Folder 7

Hunsaker, Jerome C., "A Survey Of Air Transport And Its Communication Problems", Bell Telephone Laboratories [Original document in Flat Box No. 28], July 1, 1927

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Box 27, Folder 8

Photograph of the Goodyear Board of Directors [Original photo in Flat Box No. 28]

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1919 correspondence with Constructor L.I.R. Campbell, Royal Navy, relevant to the rigid airship and metal problems.
- Box 28, Folder 2      Original documents from **Box 1, Folder 5**, (File "D"), 1918  
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1918 letter and report, "General Theory of the Screw," from George de Bothezat.
- Box 28, Folder 3      Original documents from **Box 2, Folder 1**, (File "F"), 1917 and 1922  
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1917 correspondence with Professor Fessendon relevant to submarine detection; 1922 memo regarding data obtained from Luftschiffbau Zeppelin.
- Box 28, Folder 4      Original document from **Box 2, Folder 4**, (File "G"), 1922  
[Image\(s\)](#)  
Curtiss Aeroplane and Motor Corporation, Garden City, N.Y., Engineering Department Report No. 2204, Comparison of C-27, R.A.F. -15 and Sloane Aerofoils for Speed Range, November 23, 1922, submitted by the Dept. of Aerodynamics & Research.
- Box 28, Folder 5      Original document from **Box 3, Folders 5 & 6**, (File "L"), 1921  
[Image\(s\)](#)  
April 1921 Attaché's report relevant to Great Britain and British airplane carriers and design notes. Report, considered to be reliable and labeled "Confidential," submitted by E. S. Land, American Embassy in London.
- Box 28, Folder 6      Original document from **Box 5, Folders 5 & 6**, (File "S"), 1922  
[Image\(s\)](#)  
November 1922 correspondence from Floyd Smith of Floyd Smith Aerial Equipment Co., which he enclosed drawings and descriptions of the Floyd Smith Gliding Helicopter, requesting JCH to critique.
- Box 28, Folder 7      Original document from **Box 8, Folder 7**, (Personal Correspondence 1928: "R"), 1922-1923  
[Image\(s\)](#)  
1922-1923 correspondence with Sylvanus Albert Reed relevant to the Curtiss-Reed Metal (Duralumin) Propeller, including a U.S. Navy Department, Bureau of Supplies and Accounts Contract (No. 55907) for same.
- Box 28, Folder 8      Original document from **Box 27, Folder 7**, 1927

[Image\(s\)](#)

"A Survey Of Air Transport And Its Communication Problems," by JCH while at Bell Telephone Laboratories dated July 1, 1927.

Box 28, Folder 9

Original photograph from **Box 27, Folder 8**[Image\(s\)](#)

9x14" matte photograph of the Goodyear Board of Directors with JCH posed standing, on left, date unknown.

Box 28

Rolled Drawings of Different Wind Tunnels

Box 28, Item 1

Co Stanzi Experimental Wind Tunnel No. 1  
*13"x8½", linen*

[Image\(s\)](#)

Box 28, Item 2

Co Stanzi Experimental Wind Tunnel No. 2  
*13"x8½", linen*

[Image\(s\)](#)

Box 28, Item 3

Co Stanzi Experimental Wind Tunnel No. 3  
*13"x8½", linen*

[Image\(s\)](#)

Box 28, Item 4

The Eiffel Blower Wind Tunnel, Institute Aerotechnique De St. Cry L'Ecole  
*10½"x38", linen*

[Image\(s\)](#)

Box 28, Item 5

Drawing showing seven experiments made by Lieut. Casteleazi, Crocco Type at Rome, Italy  
*13"x15½", linen.*

[Image\(s\)](#)

Box 28, Item 6

Institute Aerotechnique De St. Cyr, Balana Aerodynamic  
*22¾"x21½", linen*

[Image\(s\)](#)

Box 28

Maps

[Image\(s\)](#)

Box 28, Item 1

Map of Amazonia Foundation Exploracion "Quelcata," drawn at La Paz, Bolivia, October 1950  
*11"x17" photo print*

Box 28, Item 2

Map of Amazonia Foundation Exploracion "Quelcata," drawn at La Paz, Bolivia, October 1950  
*11"x17" photo print*

Box 28

Miscellaneous

[Image\(s\)](#)

9"x13" envelope addressed to Hunsaker from S. A. Reed. The envelope has two .05 cents stamps and one .02 cents stamp, all are canceled. The envelope is stamped, "RECEIVED MAR 28 3:52 PM 28, MAIL DEPARTMENT."

This envelope is empty. It has been retained for possible exhibition value for the following reasons: Original contents sent to Hunsaker via S. A. Reed, Naval Attaché; Envelope has two .05 cents stamps and one .02 cents stamp-canceled; Envelope records the date, time and location of receipt.

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