R. H. PETERSEN

REMARKS FOR

NASA F-106B RETIREMENT CEREMONY

MAY 17, 1991

HANGAR BUILDING
Thank you, Joe.

Let me add my personal welcome to all of you here today. Welcome especially to everyone who worked with this historic aircraft. While we're focusing our attention on the flying hardware -- the aircraft we at Langley call "NASA 816" -- the real honors go to the men and women who made it possible for "816" to fly ... and to do its work.

We're honored to have you with us this afternoon.

We're also honored to have several special guests with us, to include,

from the City of Hampton:

- Mayor James "Jimmie" Eason and
- Vice-Mayor T. Melvin Butler.
From the Virginia Air and Space Center:

- President Tom Chisman and his wife Polly,
- Director Ralph Johnston,
- and Board Member Ray Bottom.

We also welcome guests from the Air Force, NASA Headquarters, the Lewis Research Center, Wallops Flight Facility, and the Smithsonian National Air & Space Museum.

We're pleased that you're with us this afternoon to pay tribute to NASA 816 and the NASA 816 team. This historic aircraft made many outstanding and unique contributions in its more than 30 years of service -- both with the Department of Defense and with NASA.

As you'll read in the souvenir pamphlet, the Air Force used NASA "816" -- of course it was called something else then -- to evaluate new modifications before they went onto fleet airplanes. Lewis used "816" to study supersonic propulsion systems.
Langley first flew "816" to study the effects of in-flight lightning strikes on the aircraft and, then, to study the aerodynamic effects of a wing modification -- all of which you'll hear more about later.

In addition to its significance as a test vehicle, this aircraft just made the last manned F-106 flight. The Air Force's F-106's have been converted to target drones -- which fly unpiloted -- for obvious reasons.

And, as you'll hear later, this aircraft design has special significance to Langley Research Center. Langley's Dr. Richard Whitcomb -- who is here today -- was instrumental in reshaping the aircraft that would eventually become the F-106, resulting in a revolutionary advance in aircraft design.

I want to welcome everyone to this special gathering and recount -- with the people who were there -- the story of the F-106 and, in particular, this unique airplane. To bring you the first part of that story is Joe Chambers.

(RETURN TO YOUR SEAT ON FRONT ROW)
DIRECTOR'S REMARKS
AT TRANSFER OF AIRCRAFT TO VASC
SPEAKING TIME: APPROX 1 MINUTE

We've heard about NASA 816's history. Now it's time to talk about its future. As you know by now, NASA 816 is being transferred to the new Virginia Air and Space Center -- in downtown Hampton -- where it will be placed in a position of honor on permanent display.

Now if Tom Chisman will join me on stage....

(JOE WILL UNVEIL CONTROL COLUMN, BRING IT TO YOUR RIGHT AND HOLD IT WHILE YOU SAY FOLLOWING PARAGRAPH)

Tom, this is the control column from the aircraft. "816" pilots over the years have used this to change the aircraft's speed and direction. In much the same way, your taking this control column will symbolically represent the passing of NASA 816 from NASA to the Virginia Air & Space Center.

(TAKE COLUMN FROM JOE, HAND TO TOM AND HOLD TOGETHER FOR COUPLE OF PHOTOS)

(RETURN TO PODIUM WHILE JOE HOLDS COLUMN FOR TOM AND SAY FOLLOWING)
Handing over this control column is more than passing a baton, it signifies the end of one era and the beginning of another. We look forward to your grand opening next spring. Thanks go to the Virginia Air and Space Center, the City of Hampton, and the Commonwealth of Virginia for ensuring that the exciting story of NASA 816 and its flight research teams will be shared with the hundreds of thousands of visitors that your magnificent new facility will host over the coming years.

- End -

(STAND ASIDE FOR TOM'S BRIEF COMMENTS)

(YOU AND TOM EXIT STAGE FOR JOE'S CLOSING COMMENTS)

revised by K. Henry
5/16/91