

**THE SELF ADAPTIVE FLIGHT CONTROL SYSTEMS
SYMPOSIUM**

SESSION IV

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Contrails

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I might tell one little story. Hugo has talked about mechanizing the human being or taking the human being as a model. Seeing General Davis sitting down here reminds me of how we determined the stability margin to put in the Day Fighter Sight, which became the A-4 sight. This was done by the two of us going up in various airplanes and making passes at targets on the ground such as barns and rocks. I suppose the most important accomplishment is that we scared a few people almost to death, including me a couple of times. As a reward for working for about two or three weeks we came up with the conclusion that the stability number should be two-tenths. I don't know what this cost but it didn't cost much. After big computers were turned loose on the job for two or three years, the conclusion was that the right number should be point two three and I will defy anybody to find a difference between these figures in practice. This is using a real cheap piece of machinery, a human being, to find out what you should do with these complicated systems.