

TULSA DODGERS Citizen News

Vol. II—No. 44

Friday, February 9, 1945

Tulsa, Oklahoma

Plant Takes Part In Nation's Red Cross Campaign

The annual Red Cross war fund drive will open at the plant early in March. At the organization meetings to be held this week, a chairman and committee members will be appointed. Contributions will be made through special payroll deduction plan cards and personal checks.

Since many employees at the plant do not live in Tulsa county, arrangements are being made to credit their contributions to their home counties. Thus, any employee who gives his money will be assured that a share of it will be used for his own neighbors.

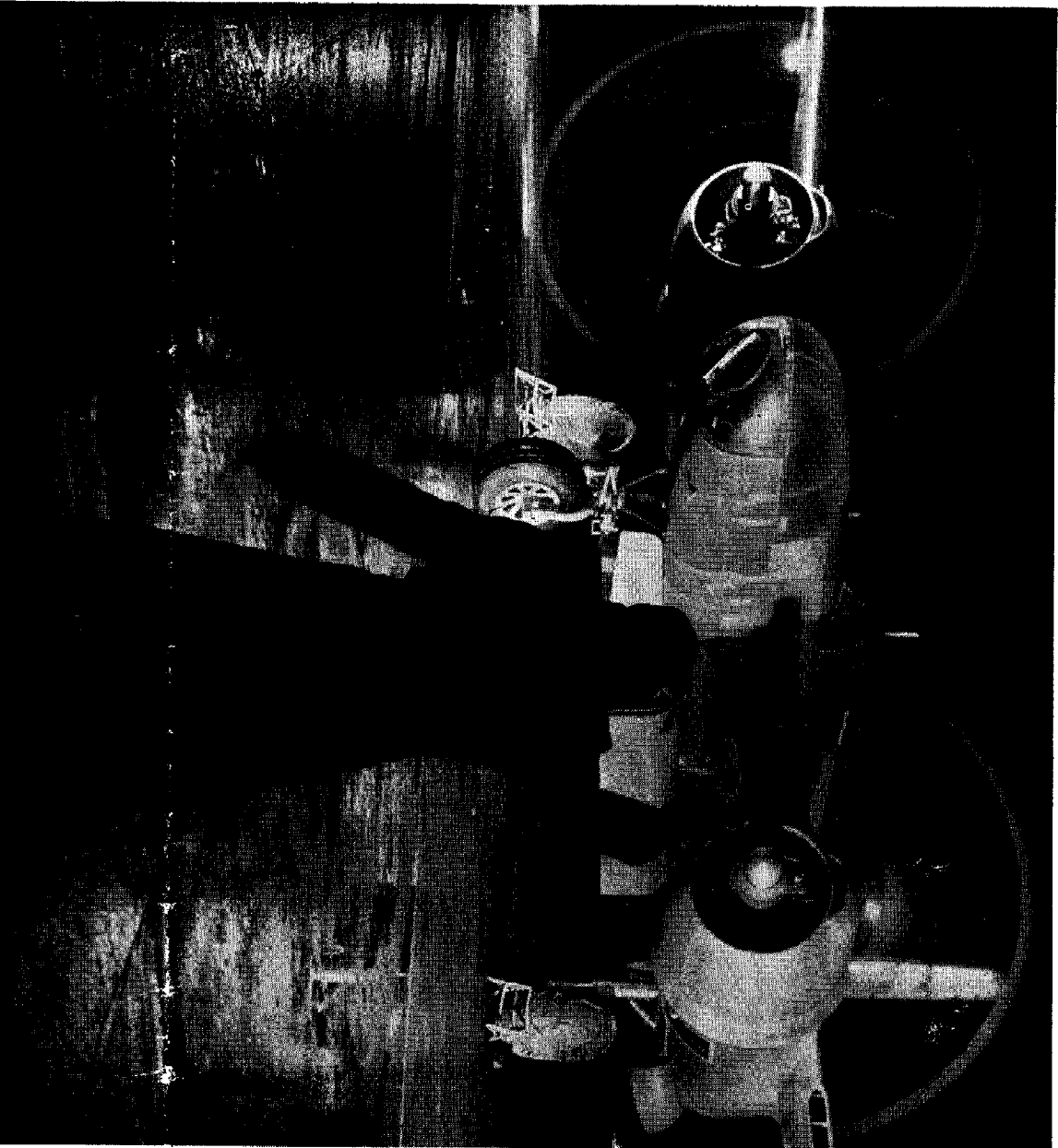
From the local budget comes aid that affects every person who contributes. Here is where your money went last year, and where it will be going this year.

Through the Red Cross you've comforted a homesick fighting man 5,000 miles away . . . this is how you've helped a maimed soldier adjust himself to his new life . . . this is how you've brought food to war prisoners and clothes to a cold and homeless orphan.

National quota for this year's drive is the same as last year's quota . . . \$200,000,000. But Tulsa county's quota has been upped from \$330,000 to \$337,000.

Tulsamerican's Crew All Believed Rescued

One of the last stories on the crew of the ill-



as last year's quota . . . \$200,000,000. But Tulsa county's quota has been upped from \$330,000 to \$337,000.

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One of the last stories on the crew of the ill-fated Tulsamerican came this week in a letter from C. E. Wilbanks, pastor of the First Baptist church in Stillwater.

His son, Lt. Charles Wilbanks, jr., was pictured in the January 19 issue of the Airview, with Lt. Val Miller of Duncan, Okla. They were in the same squadron, and Val was bombardier on the Tulsamerican.

Charles wrote home to his wife and father to tell them about the loss of Tulsa's last Liberator.

"It was on a mission to Oderthal, Germany, that the ship ran into heavy flak," he related. Charles, piloting another B-24, saw the Tulsamerican knocked out of formation.

"They made a crash landing on the Adriatic," he said, "and Val was hurt pretty badly so he is going home. I haven't seen him since it happened, but that is what we heard."

The fact that Val escaped leads the Wilbanks to hope that all the crew members of the Tulsamerican were rescued, and are back in action.

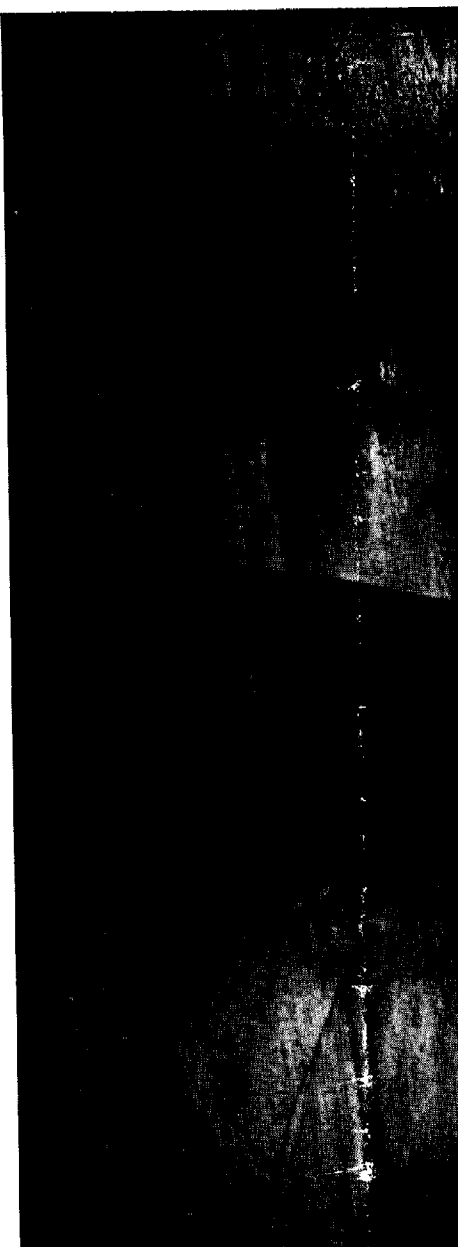
Only Cars with West Side Tags on West Lot Sundays

On Sunday, only those automobiles of employees who have west lot parking tags will be admitted to the west parking lot, Chief of Plant Protection C. A. Sturtevant announces today. All others must park in the east lot.

C. N. Wynkoop Named Quality Manager; Other Changes Made

C. N. Wynkoop, formerly Properties Manager, this week was named quality manager by W. G. Jerrens, plant manager.

Effective simultaneously, L. A. Best was named assistant quality manager and process engineer, and L. W. Dexter was appointed chief inspector.



Douglas Photo by Ina Sears

THE PROPS SPIN—Night and day on the flight line, invaders which come out the big north doors of the assembly building are being thoroughly ground checked by employees in Field Operations. By his hand signal, the man above shows that all the bugs are out of this A-26 and it is "ready to go" for its trial run.

Mod Wins District Quality Approval

The Modification Center has been given an approved quality rating by the Midwest District at Wright Field, it was revealed this week in a letter from Col. H. A. Strauss, AAF resident representative, to Plant Manager W. G. Jerrens.

This rating was awarded on recommendation of AAF personnel at the plant after the Mod Center had earned local top quality rating for three successive months.

To win this approval, each department must have a grade of more than 80 per cent. The district's grade for the Mod was 95 per cent.

This recognition means that every department at the Mod and each inspection operation is properly organized and controlled and that an inspection system has been established which meets with the approval of the AAF.

Congratulations went from Plant Manager Jerrens and Colonel Strauss to all Mod Center employees and to A. P. McCulloch factory superintendent at the Mod; Don Andrews, assistant superintendent; F. H. Christensen, modification superintendent; G. A. Kenslow, Inspection; E. L. Jackson, AAF inspector, and Engineer G. W. Butrovich.

The combined efforts of everyone working at

the Mod made this rating possible," says McCulloch. "All were anxious to do the job right the first time."

According to E. A. Johnson, AAF inspector in charge, "Their ability to meet and exceed the quantity schedule was made possible primarily by the built-in quality. The quality was there through the cooperation of production, engineering and inspection personnel."

New Snack Bar Opens At Main Cafeteria

A time-saver for many employees who eat in the main cafeteria is the new serving line installed this week. For those who don't want to go through the regular line for a full meal, it offers hot soup, chili, coffee, sandwiches, salads, desserts, milk and ice cream.

The new line will be open for breakfast serving rolls, doughnuts, cereal, coffee, milk and fruit juice. At first and second shift change, malted milks and ice cream sundaes will be served to hungry employees.

New Fathers Take Bow At Mod Center

Here's a new one to add to your '45 calendar. Last week was National Fathers' Week in the Final Assembly department at the Mod Center. James Day was announcing the birth, on January 26, or **Pherodine Day**... and Joe Freeman was button-holing everyone to tell about his new daughter, **Patricia Ann Freeman**, born a day later.

Other new babies are:
James Ray Eyley... to Ray Eyley, Fuselage-joining, and Mrs. Eyley, January 27.

Cheryl Louise Trudgeon... to C. R. Trudgeon, Raw Stock, and Mrs. Trudgeon, January 28.

Sharon Kay Williams... to Glen A. Williams, Maintenance Carpenters and Painters, and Mrs. Williams, January 29.

Beverly Ann Ridling... to Burl Ridling, Repair and Modification, and Mrs. Ridling, February 2.

Carl Michael Dunn... to Ralph Dunn, Cable, and Mrs. Dunn, February 2.

Artie Jean Powell... to Charles L. Powell, Jigs and Fixture Fabrication, and Mrs. Powell, February 1.

Have You Child Care Problems?

Do you have a child care problem?

Take it to Dell Hille, Women's Service Representative, extension 2297, or to one of the matrons, extension 3255. This week they have a new

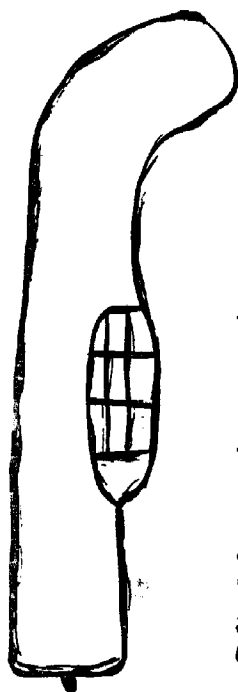
Ribber, Stay Away From Our Door!

by ELIZABETH STUBLER

It's a bird! It's a plane! It's superplane!
I Comes this week the brain-child of Mr. P. J. Mulvaney, who lives in Casper, Wyoming.

Mr. Mulvaney, at the ripe old age of 12 or 13, has but-solid ideas for the aircraft industry. He's

ARMY DIVE-BOMBER



willing to share them with us. We're pleased, but baffled.

Mr. Mulvaney's thoughts have been churning about, and he comes up with a dream of the "Army Dive Bomber." Streamlined, that's what it is, as the accompanying sketch will prove.

Just how "Army Dive Bomber" is expected to get in the air and stay there is a teaser. No propeller. No

like is its upswept tail section. We're post-war planning with ours, and will use the back section of the ship as a slide for the kiddies.

So much for Mr. Mulvaney. Then came a scrawled note from Jimmy Dunlap:

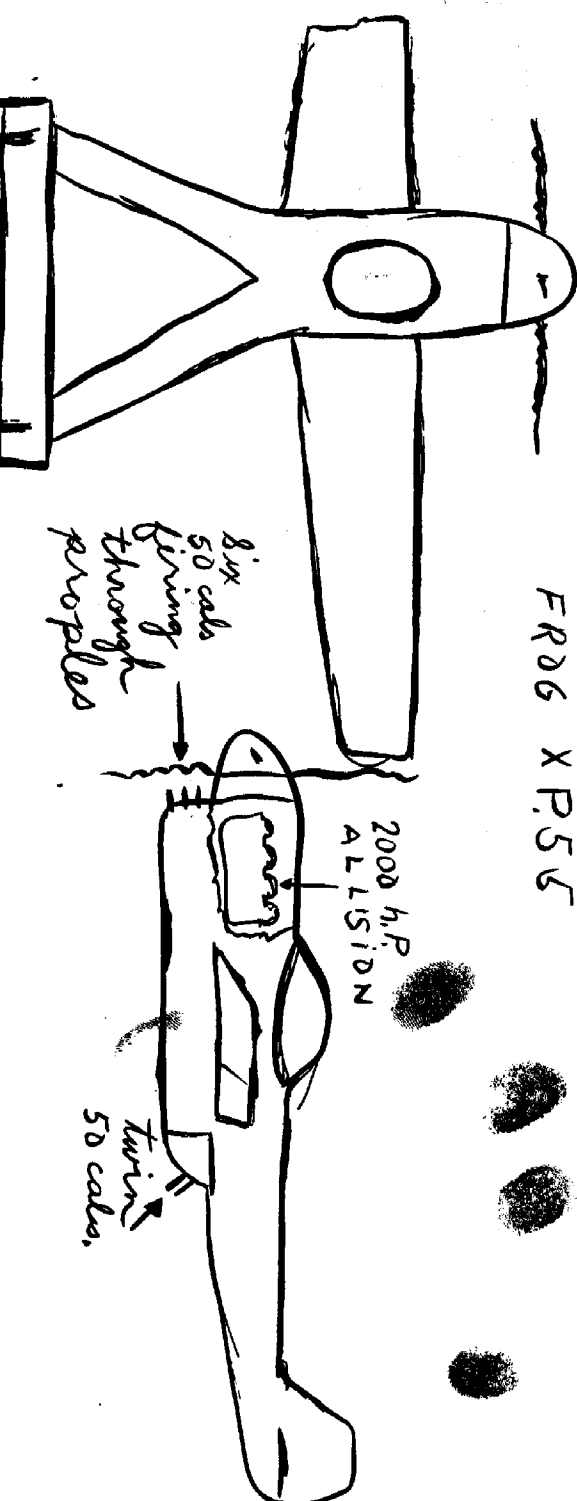
"Dear Sirs, I thought this was a good idea. So I

SPAN - 43 ft 2 in
LENGTH - 37 ft
WIDTH - 3 ft
HEIGHT - 12 ft 6 in
ARMAMENT - 4 50 cal. MACHINE GUNS IN EACH WINGS
SPEED - 300 M.P.H.
BOMB LOAD - 2-500 lb. under wing AND 1-100 lb UNDER BODY

decided to send you the plans. Please send me a letter telling me wheter it is any good.

"If it is send me \$100.00. My address is 1111 S. 3rd Monroe, La. My name is Jimmy Dunlap. P. S. Please write and tell me wheter are not it will work."

"Wheter are not it will work" is still a mystery, Jimmy. The guys in the Engineering department haven't yet recovered from the shock they received when Mr.



Care Problems?

Do you have a child care problem?

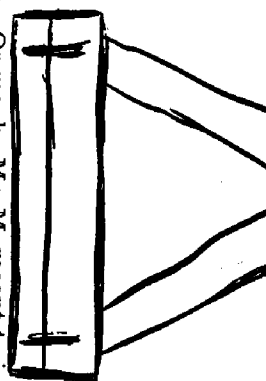
Take it to Dell Hille, Women's Service Representative, extension 2297, or to one of the matrons, extension 3255.

This week they have a new listing, where a working mother and one or two children may board. It could also be arranged that the children board and the worker get kitchen privileges. There is a vacant garage at this location.

Invaders Bomb

Ahr River Bridge

A force of new Douglas A-26 Invaders recently bombed the bridge across the Ahr river at Sinzig, near Cohlentz, according to press dispatches. The mission took place when AAF heavy bombers were grounded.



50 cal
firing
through
prople's

wings. Or maybe Mr. M. meant to include another sketch in the plans he submitted.

The speed of the bomber, he's decided, is 300 miles per hour. Whether this is with or without the pilot dragging his feet has not yet been established by our testing department, but we expect an answer any day now.

Height, width and length were obviously left to the discretion of a ouija board . . . length, 37 feet . . . width, 3 feet . . . height, 12 feet 6 inches. Those extra six inches must make all the difference.

Armament, Mr. Mulvaney insists, will be four 50 caliber machine guns in each wing . . . so we are going to have wings after all.

One feature of "Army Dive Bomber" we particularly

Mulvaney's ideas hit them in the face.

But offhand, old man, we'd say your design for Frog XP55 had definite possibilities.

We especially like the idea of two tail booms. Undoubtedly you had in mind the pilot with a split personality.

One thing puzzles us, though . . . how does the gunner get in the belly turret now that can-openers are no longer Government Issue?

The "six 50 cal firing through prople's" rather chills us. In the first place, Armament tells us that it's a dandy idea, but your "prople's" would be shot to pieces. Kindly advise us if there was some error here.

Until we hear from you, Jimmy, we'll just hang on to the \$100.00.

50 cal
twin

Mod Gets Chance To Win Smokes

The right answer's worth a pack of smokes . . . when Toby Young, Recreation Director, takes his roving mike to the Mod Center next Friday for the weekly Cigarette Quiz show.

Toby will ask two persons the answer to a simple question. First to reply correctly will receive a pack of cigarets. Sixty packages will be given during the lunch hours on both shifts.

We have sent 30,900 planes abroad and allies have purchased another 7,000 planes for cash since lend-lease began in 1941.

Celestia To Receive Air Medal For Husband Who's Prisoner

Her husband is a prisoner of the Germans, so Celestia Burris, Planning A-26 Assembly, will receive his Air Medal at a formal presentation to be arranged by the commanding general of the Eighth Service Command.

A letter which she received

from Brigadier General Robert H. Dunlop read, "I have the honor to inform you that, by direction of the President, the Air Medal has been awarded to your husband, Tech.



CELESTIA

Sgt. Eden C. Burris, jr., Air Corps.

The citation is as follows: "Air Medal. For exceptionally meritorious achievement, in accomplishing with distinction five heavy bombardment missions over enemy occupied Europe."

Celestia, who has appeared in many Welfare shows, has been at the plant two and one-half years.

Pick Up License Tags at Welfare

Employees who applied for their 1945 automobile license tags through Welfare may now pick them up at the Welfare office, Column 64, mezz. 6. "Better get them and put them on your car before the end of the week," Toby Young advises, "It's long past deadline for 1944 plates."

Mod Employee Dies Friday at Home

Robert Paul Holland, who worked in the G.F.E. Office at the Modification Center, died Friday afternoon at his home.

Published Weekly by the Industrial and Public Relations Division

Douglas Aircraft Company, Inc.

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Address all communications to the editor, Airview News office.



You, too, Can Win Awards; Any Ideas?

Ever spent any time thinking of ways to make your job easier . . . or faster?

Try it sometime.

You might hit on something that will not only aid production, but also will pay off in cash.

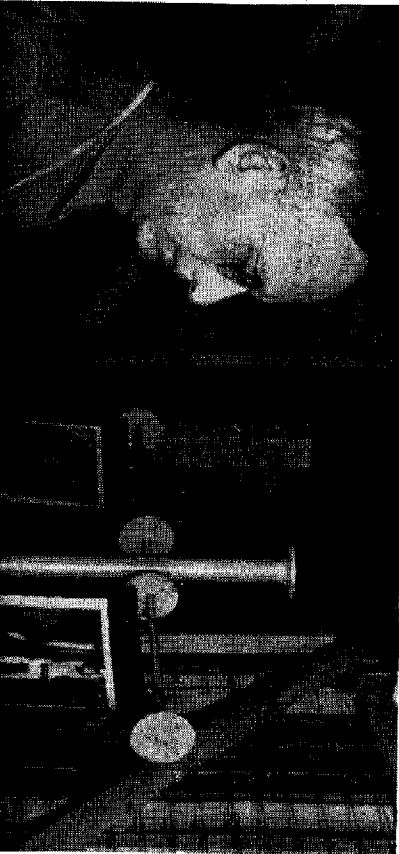
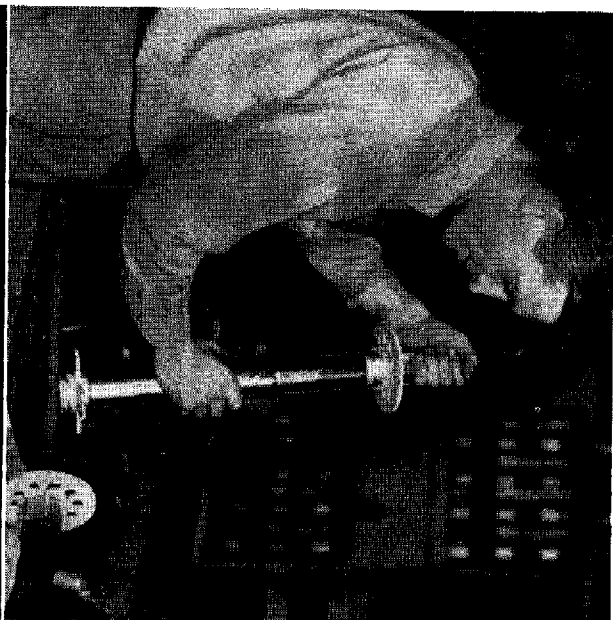
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Cash awards fall in five classifications, A, B, C, D and Honorable Mention. A awards will pay from \$65 to \$650; Bs from \$19.50 to \$58.50; Cs, \$13 and Ds, \$6.50. Honorable Mention brings no cash.

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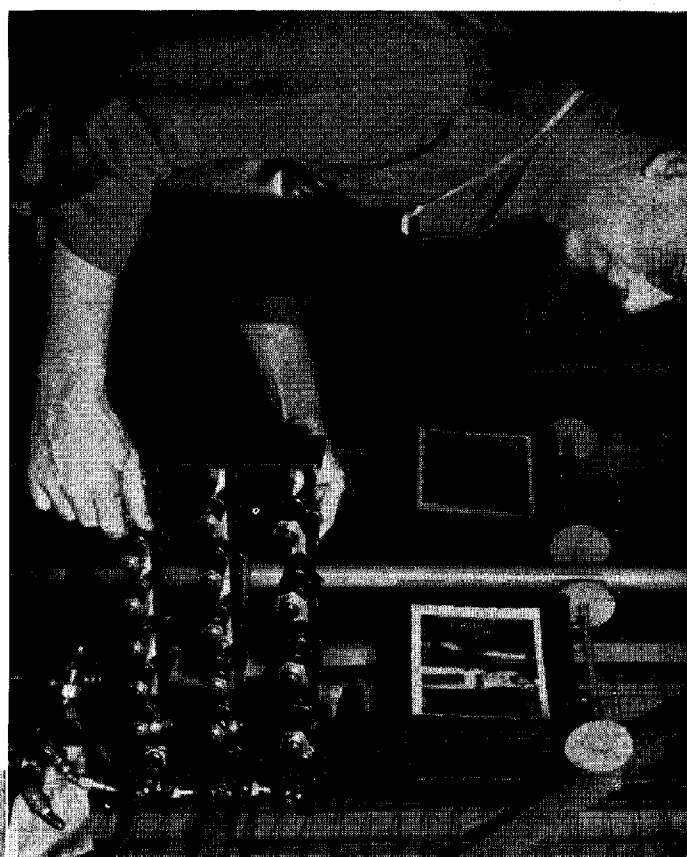
"A" AWARDS

P. J. Gahner, D24, Box dumping rig for loading scrap into trucks from large scrap boxes; F. D. Beil, Jr., D452, Design for connector and hangar for chrome plating parts.

"B" AWARDS

G. H. Babcock, D342, Inspecting jig for rotating milling cutters and tools; H. D. Elderton, D361, Improved method of identifying and control of rejected forgings and castings in rework; W. R. Wharton, D401, Material Conservation on part.

A. A. Conrey, D4-1/2, Adjustable fixture for leveling B-17 and B-24 waist guns; O. O. Kerns, D406, Fixture and improved method for milling operation on bomb rail; Albert G. Jelen,



D413, Drill and trim template for ccw-jig leading edge; L. O. Jones, D554, Guard to protect sighting slantons from damage.

M. E. Griffin, D173, Provide rubber washer on ends of air tray rights for protection of globes; H. R. Kimberling, D573, Installation of shelves for station "C", pilot junction boxes to prevent damage to wiring; Helen Kessinger, D573, C. R. Miller, D635, Cam-lock pliers for installing cam-locks in seal assembly.

J. V. Gallo-way, D593, Change in failing to provide access to bolts on lateral adjustable periscopic sights; Clyde Fell, D595, Air lift to safety lift P.B.T.'s for bolting to ram on punch press.

F. C. Baker, D602, Armor plate handling fixture to eliminate use of overhead crane; E. A. Gerwalds, D482, Drill jig for drilling .517 pin hole in drum; C. H. Morris, D632, Improved method and tool for aligning nose half sections; Paul Knight, D632, Handling fixture for handling router jig used on wheel doors; J. K. Edson, D633, Design of two stage form dies for forming box corners.

R. L. Moreland, D642, Substitution of material and method for making roller caps to prolong life of roller blocks and eliminate rework; W. C. Jeffries, D646, Use of threaded pins in drop hammer dies.

"C" AWARDS

B. D. Ballard, D201, Installation of counter balance on unit rig which cover for ease in handling and safety; T. L. O'Neal, D282, E. M. Wray, D491, Stan-

dard packing chute for overseas and storage boxes.

H. C. Mitchell, D284, Improvement to assembly jig; E. T. Sampson, D285, Head spacing gauge for bombardier guns; R. A. Fuller, D316, Three hole punch for cutting large quantities of paper.

L. L. Hansberry, D327, Provide special racks for sorting and storing tube and bar stock for safety and convenience in handling; R. E. Lawson, D378, Stationary turning fixture for A-26 wings.

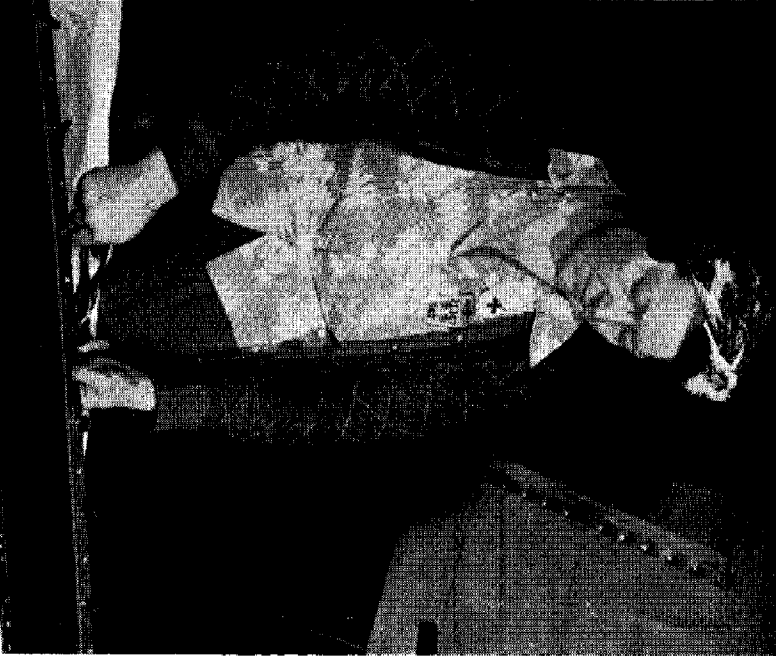
H. L. Gilbert, D405, Special saw fixture for saving spacers for ammunition boxes; D. C. Lowery, C. O. Douglas, D406, Mill fixture to enable milling of bosses instead of spot facing on drill press.

D. C. Lowery, C. O. Douglas, D406, Improvement to drill jig for working part; J. W. Pannell, D406, Improved method to increase production on part; H. B. Davis, D413, Method and tool for indicating correct edge distance on roll welding.

A. Pendergrass, D546, Change on upper box assembly jig to expedite removal of assembly form jigs; E. E. Taber, D546, Addition of gear device and handle; J. L. Watts, E. F. Patton, D554, Cut access hole in sighting station cover box to expedite interphone operation.

H. A. Schnarre, D555, Three size check valve testing jig; C. L. Coleman, D562, Cut slot in heat rise motor bracket for easier installation of propeller governor control; R. A. Messier, B. E. Fitzgerald, (Continued on Page 6, Col. 5)

Douglas Photos by Jack Sasser and Wilmot Dahlem



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Top left, F. D. Beil, Jr., Plating, an "A" winner whose design for a connector and hangar for chrome plating parts increases production 50 per cent.

Top right, "D" award winner J. D. Lahmeyer, Tool and Die Fabrication, who suggested that small drills could be repaired by welding them on the Duall saw instead of by hand.

Lower left, H. A. Schnarre, Hydraulics, "C" winner whose three size check valve testing jig will check 30 valves in one hour. It formerly took five hours.

Lower right, Helen Kessinger, Wing Installation, demonstrates the ease with which cam-locks can be installed using the handy cam-lock pliers she and C. R. Miller, Tool and Die Fabrication, designed. They won a "B" award.

Ideas Build Invaders



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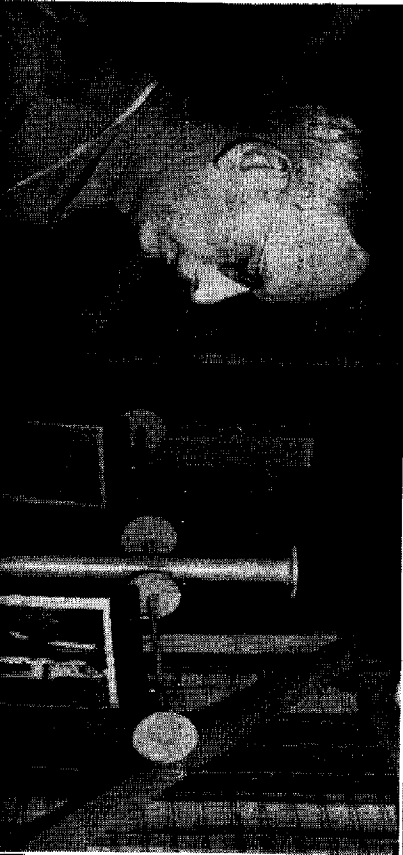
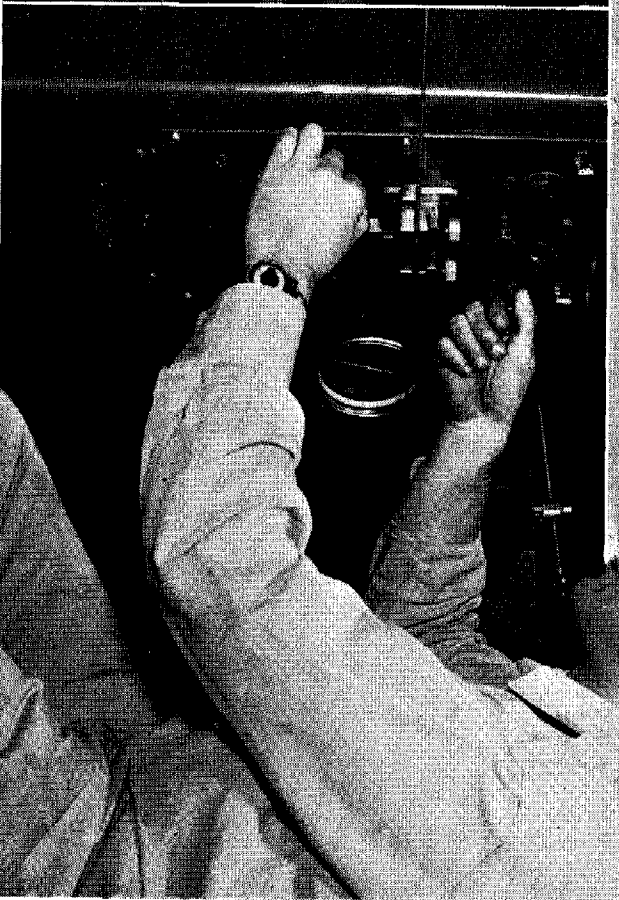
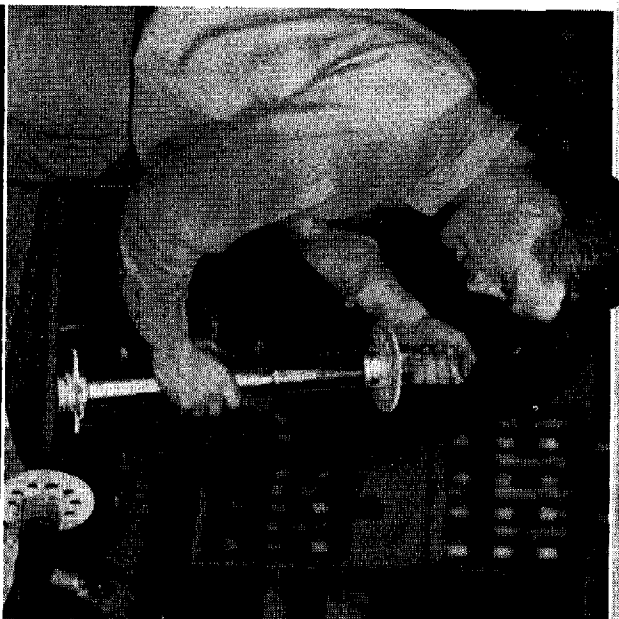
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D413, Drill and trim template for ccw-line leading edge; L. O. Jones, D334, Guard to protect sighting stations from damage.

M. E. Griffin, D373, Provide rubber washer on ends of ax-rey lights for protection of globes; H. R. Kimberling, D573, Installation of shelves for station "O" pilot junction boxes to prevent damage to wiring; Helen Kessinger, D573, C. R. Miller, D633, Cam-lock pliers for installing cam-locks in seal assembly.

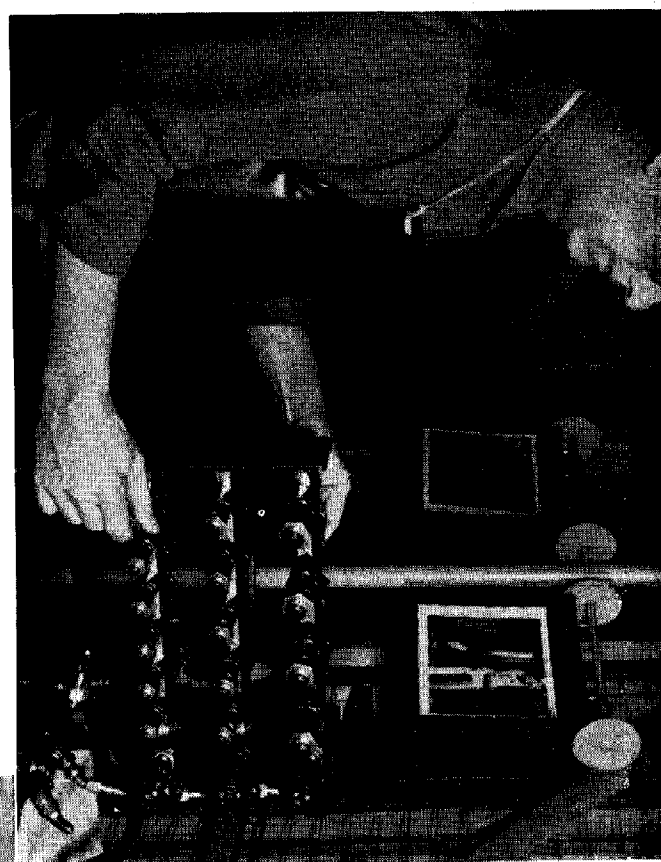
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H. C. Mitchell, D284, Improvement to assembly jig; E. T. Sampson, D285, Head spacing gauge for bombardier guns; R. A. Fuller, D416, Three hole punch for cutting large quantities of paper.
L. I. Hansberry, D327, Provide special racks for sorting and storing tube and bar stock for safety and convenience in handling; R. E. Lawson, D378, Stationary turning fixture for A-26 wings.
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H. A. Schnarre, D653, Three size check valve testing jig; C. L. Coleman, D652, Cut slot in heat rise motor bracket for easier installation of propeller governor control; R. A. Meester, B. E. Fitzgerald,

(Continued on Page 6, Col. 5)



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Five Year Pins Galore

Nine Employees Earn One-Diamond Emblems

January was a red letter month on the calendars of nine employees . . . for it marked the end of their first five years with Douglas. Recently presented their jeweled service pins by W. G. Jerrens, plant manager were: Jack Broderick, Herbert Richards, C. R. Olds, Jack Williams, O. E. Hall, W. L. Anderson, A. J. Morris, jr., N. I. McCabe, and H. B. Foulks, jr.

After four years at the University of Michigan, special science major Walter Lennart Anderson applied for a job at the El Segundo plant.

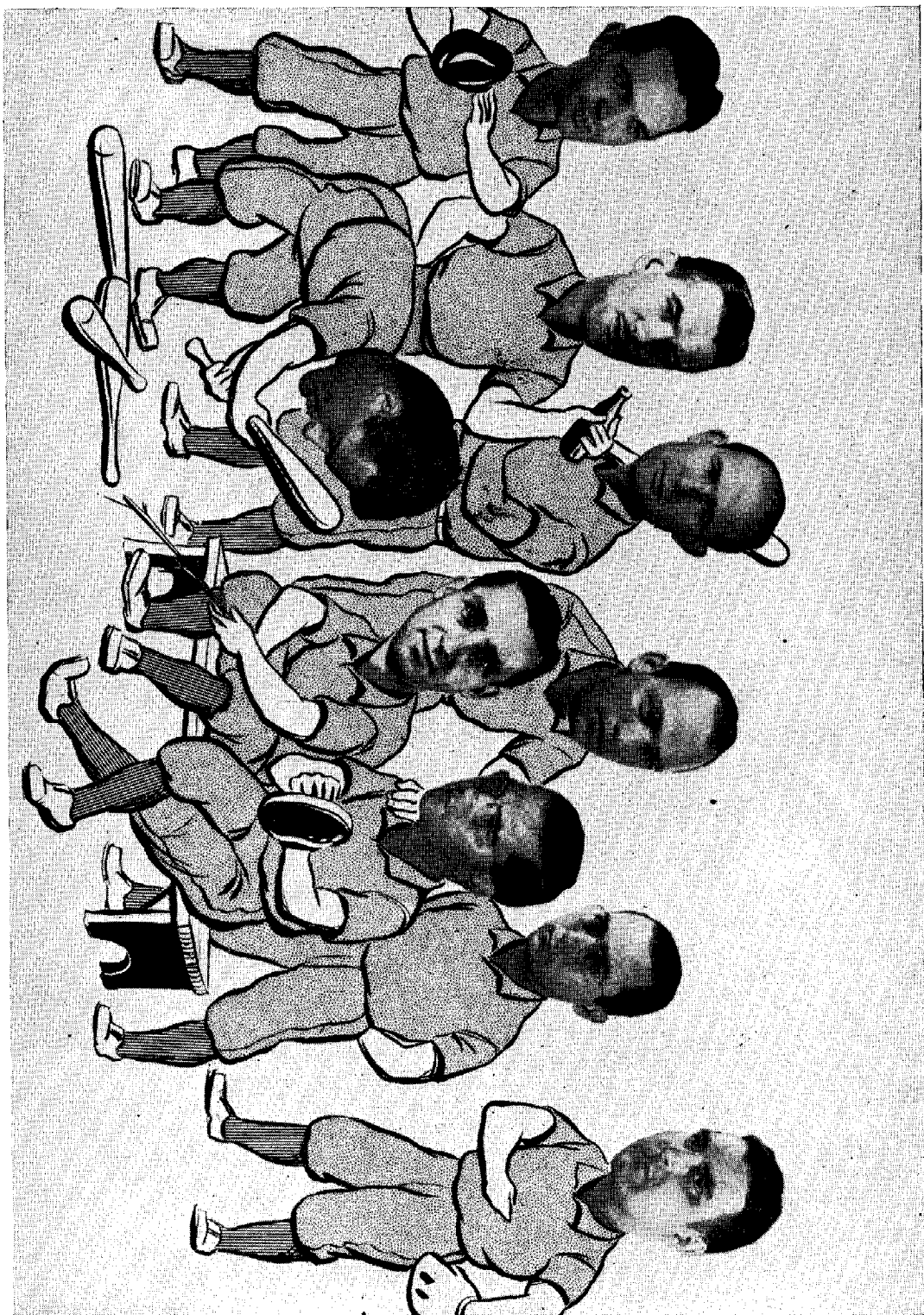
He started in Wing Assembly on the DC-5, later helped build the first Douglas SBD.

Transferring to Plant Tool Control, Anderson came here in February, 1942. In April he was made assistant supervisor, moving to supervisor in November. Last week he moved his office to the Mod Center . . . where he took over his new duties as representative of the properties manager.

Light heavyweight champ of Douglas Santa Monica in 1940, Clyde Ransom Olds can handle any argument. Now general foreman of Fuselage Half Section Planting A-26, he started work for the company November 25, 1939, at Santa Monica.

Coming here in February, 1941, Clyde worked on B-24s, modified B-17s in the hangar, was in Fuselage Structure on the "Ill ole A-24," then began his present work.

Herbert Richards, general



WARMING UP FOR THE NEXT FIVE YEARS—

Just enough for a baseball team, are the nine recent five-year pin winners. Their teamwork is all done on the production front . . . and their diamond is the jeweled service-pin they were presented by W. G. Jerrens, plant manager. Back row, left to right: Jack Broderick, Tooling Superintendents Staff; Herbert Ric-

ard, assistant operations manager of the Grand Canyon Airline, when the business went under . . . so took a job at the El Segundo plant.

Working both in Production Control and the Material Divi-

Starting at the El Segundo plant December 13, 1939, McCabe went into Tooling Development, transferring to Liaison Tooling after a year.

Coming here as senior leadman of A-24 Tool Design and

hards, Power Plant Assembly; C. R. Olds, Fuselage Half Section Plating; Jack Williams, Tool Liaison; O. E. Hall, Fuselage Installation Sub Assemblies; W. L. Anderson, Properties Representative, Mod Center. Front row: A. J. Morris, jr., Manufacturing Control, left; N. I. McCabe, Service and Flight Inspection, center; and H. B. Foulks, jr., A-26 Fuselage Structure Sub Assemblies.

Talent Show Set For March 11 At Convention Hall

will have the lead role as May, the night club hostess. Other parts will be handled by Jeanne Bach, Inspection; Marlon Ramsey, Mod Center; George Rioken, Development; and Cecil Hunt, Repair and Modification.

fiction

Fuselage Half Section Plant—ing A-26, he started work for the company November 25, 1939, at Santa Monica.

Coming here in February, 1941, Clyde worked on B-24s, modified B-17s in the hangar, was in Fuselage Structure on the "Hil ole A-24," then began his present work.

Herbert Richards, general foreman of Power Plant Assembly, claims he's not a flying fan . . . yet he recently received his service pin for five year with Douglas.

"I've always been crazy about engines," he explains, "and I've worked with them the whole five years . . . with the exception of two months, when I was in Field Operations working on B-17 modification."

Jack Williams, third shift supervisor of Tool Liaison, let his brother-in-law talk him into applying for a job with Douglas at Santa Monica in November, 1939.

He went into Routers and Radial Arm Drill, moved to Extrusions, then to Sub-Assembly, before ending up in Jigs and Fixture Fabrication in September. He came here in March, 1942.

As president of the Santa Monica Riding Club, Jack Broderick, assistant Tooling engineer, Superintendent of Tooling's Staff, made two western thrillers.

Broderick started work at the Santa Monica plant October 6, 1939, in Development. Transferring to Tool Planning, he was project man designing drop hammer dies until July, 1945, when he came here. California-born Archbald Jay Morris, jr., assistant superintendent of Manufacturing Control, lost his job as

assistant operations manager of the Grand Canyon Airline, when the business went under . . . so took a job at the El Segundo plant.

Working both in Production Control and the Materiel Division as a coordinator for El Segundo in Los Angeles, he came here in November, 1942.

Named assistant supervisor of Production Control, he moved to supervisor, then a year ago he took over his present job.

After studying riveting and sheet metal at Santa Monica Tech, Herbert Brenton Foulks jr., supervisor in A-26 Fuselage Structure, Sub-Assembly, got a job December 11, 1939, at Santa Monica.

He worked in Sub Assemblies until January, 1942, when he came to the Tulsa plant, where he taught a VENT course. Back to Sub-Assemblies, he was named assistant supervisor, then on November 14, 1943, supervisor of that department.

Olen Edward Hall, subforeman in Fuselage Installation Sub Assemblies, spent two weeks riveting at Santa Monica Tech, then went into Sub Assembly at El Segundo, December 11, 1939.

Coming here in September, 1942, he was in charge of pilot's enclosures in Sub-Assemblies . . . and outer wings on the A-24, before taking over his present job.

Newell Irwin McCabe should know all the angles of the aircraft business . . . for he combines flying with his work in Service and Flight Inspection.

Starting at the El Segundo plant December 13, 1939, McCabe went into Tooling Development, transferring to Liaison Tooling after a year.

Coming here as senior leadman of A-24 Tool Design and Planning, he was made senior leadman of Tool Outline, second shift, before becoming section supervisor of Tool Planning.

Talent Show Set For March 11 At Convention Hall

Plant talent is being recruited for the musical comedy, "Moonlight Magic," which will be given Sunday, March 11, at Convention Hall.

Norma Young, Cafeteria.

Cabe, service and night shift, Fuselage Structure Sub Assemblies.



Douglas Photo by R. M. McCormack

KEEP 'EM ROLLING—Using far more than her share of roller towel is Reva Carey, Fuselage Structure Assembly, who demonstrates how employees are driving the linen supply company crazy. Four feet of linen towel per day for each employe in the allotment . . . so stick to it and avoid a towel shortage.

Only Four Feet Of Towel Per Day...Pulese!

Four feet of linen towel per day . . . that's your share.

So next time you rush in to wash your face and hands, for Pete's sake don't go unreeling yard after yard of roller towel.

Like almost anything else you can name, the towel industry has been hard-hit by the war. Towels are gradually growing shorter, defective dispensers can't be repaired; the linen supply is diminished.

Faced with a fabric shortage, the linen company is down on its knees asking you to take only your share . . . the four feet a day.

In March, 1943, the company was spending about 12 cents per person per month on linen towels . . . now the price has jumped to about 23 cents for the same quantity.

The linen towels would be replaced with paper . . . except that there's a paper shortage, too.

Many Members Up in Air After Flying Club Meets... Taking First Instruction

"Off to a flying start" were several members of the Douglas Flying Club . . . for they took their first flight lessons after the club's second meeting Sunday. W. W. McCarty, Plant Office Manager, was named chairman of the club's Board of

*Directors in the meeting at the Tulsa North Airport.

Invaderettes Take Lead in Fems League

With cage championship playoffs but a few weeks off, only Douglas quintet to head their loop circuit is the Invaderette five who slapped the Havocs from the top rung of the Industrial league ladder Wednesday.

Their 32 to 25 win over the Havoc girls placed the Invaderettes in the lead, by a half-game margin, while Spartan-One, is in third place . . . a half game behind the Havocs . . . to complete the neck-and-neck race for loop honors.

In the Minor league, the Hedge Hoppers moved from third to the second slot with wins over DeMolay and Atlas Electric this week. The powerful Meadow Gold quintet has been at the top of the Minors since the first week's play.

Sharing second honors in the Major league are the Bombers and the Army 13th FSS, who still have a long way to go before overcoming the three game lead of top-ranked Moskwitz Furniture.

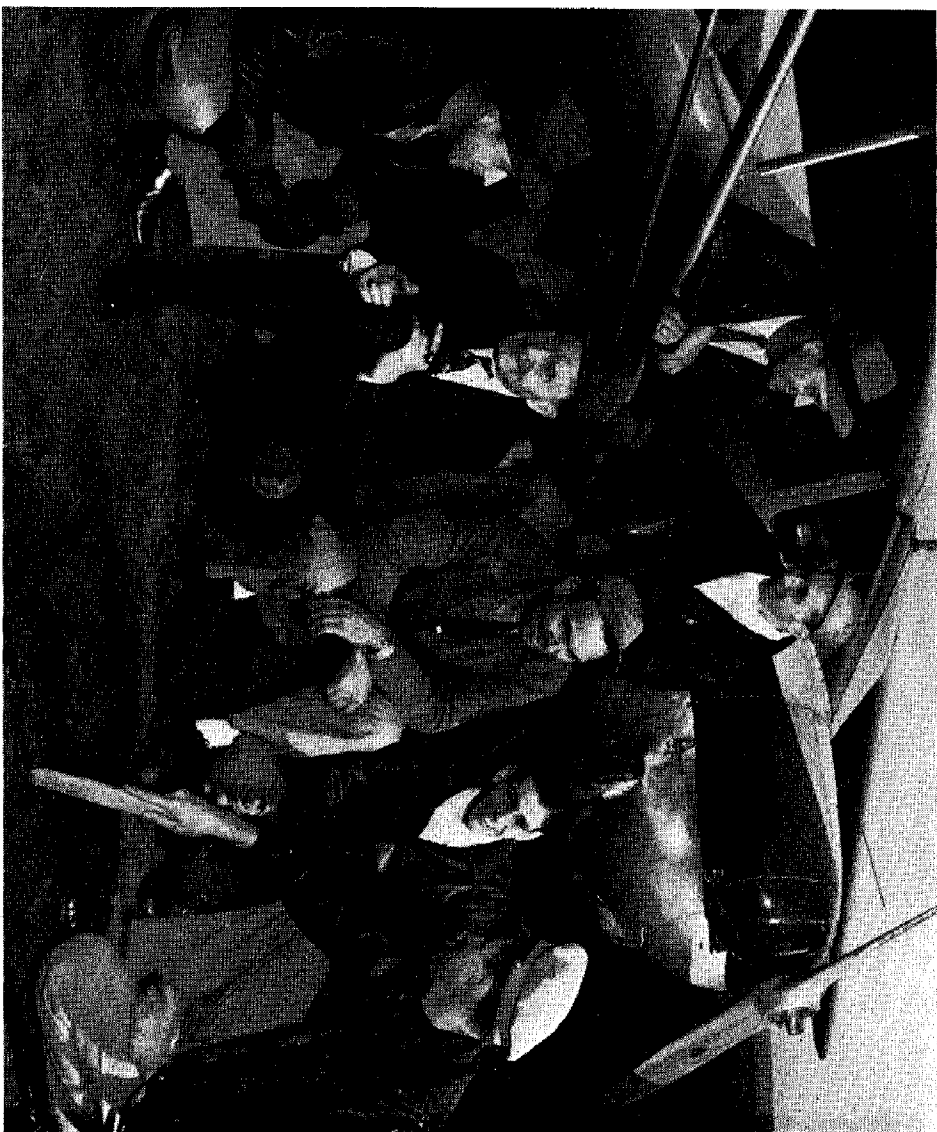
Golfers Organize For Busy 1945

The program . . . both flight and ground school . . . will be set up in the meeting scheduled for 2 p. m. Sunday at the Tulsa North Airport.

Superintendent's Staff-Fabrication, and Willis Miller, Final Assembly.

Until a "block time" plan of flying can be set up, the club will operate under the temporary rates of eight dollars an hour dual time; and seven for solo work, president A. E. Kobel, Maintenance-Electrical, announced today. When flight schedules have been completed, set up on a full flight day basis, the rates can be reduced even more, he pointed out.

A check over flying rates charged by several flight agencies in Tulsa reveal the Douglas club's eight and seven rates to be on a par, or a little cheaper than most of the grounds



Douglas Photo by R. M. McCormack

HANGAR FLYING—Talking it over at the Tulsa North Airport in front of the Luscombe plane owned by C. M. Harding, are seven of the Douglas Flying Club organizers. Back row, Harding and one of the club's flight instructors, N. I. Mc-

Cabe, Inspection Service and Flight. Front row, Carl Hoffman, Final Assembly, Mod Center; Willie Miller, Final Assembly; A. E. Kobel, Maintenance-Electrical; J. C. Woods, A-26 Fuselage Structure Sub Assembly, E. E. Duncan, Inspection.

Guest Day For Roller Club at Arena Sunday

Each member of the Douglas Wheelers will bring two guests to their next skate session scheduled for 6 p. m. Sunday at the fair grounds! Arena Rol-

Bowling

MIXED LEAGUE

| Team | Won | Lost |
|--|-----|------|
| Side Slips | 38 | 19 |
| Punbsters | 36 | 21 |
| Raiders | 31 | 26 |
| Rockets | 29 | 28 |
| Rigor Mortis | 28 | 29 |
| Greenlins | 25 | 31 |
| Pirebails | 23 | 32 |
| High 30, Art McKinney, Greenlins, 201. | | |
| High 30, Ken Brayton, Side Slips, 542. | | |

SWINGSTERS LEAGUE

| | | |
|--------------|----|----|
| Invaders | 38 | 30 |
| Pea Shooters | 35 | 33 |
| Night Owls | 52 | 36 |

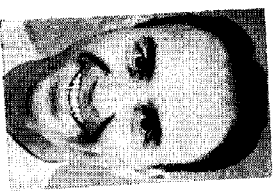
Girl Courtsters May Take On Mexican Team

The Douglas championship team in the girls' Industrial basketball league may play the speedy Mexico City quintet in a few weeks. Toby Young, Re-

since the first weeks' play. In Sharing second honors in the Major league are the Bombers and the Army 13th FSS, who still have a long way to go before overcoming the three game lead of top-ranked Moskowitz Furniture.

Golfers Organize For Busy 1945

George Evans, Production Statistics, last week was elected president of the plant's golf club for the 1945 season. Evans was tournament chairman last season.



GEORGE

Chairman of the tournament committee is Carl "Pappy" Mildner, Time Standards, who heads the seven man group, which will plan the ten link tours the club will sponsor. On the committee are: Robert Hawkins, Payroll; Roy Hastings, Fabrication Supply and Control; Meredith Kilgore, Payroll; Bob Jackson, Material Sub-Division Head; Staff; L. J. "Cap" Hansen, Engineering, and Jack Bright, Mod Center.

Club officers and the tourney committee met Thursday at the McFarlin country club house to complete preliminary plans for the golf season, which will start in April.

Roller Club at Arena Sunday

Each member of the Douglas Wheelers will bring two guests to their next skate session scheduled for 6 p. m. Sunday at the fair grounds' Arena Roller Rink, Tool and Die Fabrication.

Earl Campbell, Sheet Metal, and Genora Latch, Fabrication Supply and Control, were elected publicity co-chairmen at the club meeting last Sunday. The club is open to all plant, Mod Center and AAF employees. Employees who wish to join the Wheelers are asked to contact Lang.

Central Invaderettes vs. Spartan-One, Central. 9:00
 Invaderettes vs. Spartan-One, Central. 9:00
 Tuesday Modettes vs. M. G. Creamettes, Harwell Gym. T. U. 9:00
 Wednesday Invaderettes vs. Spartan-Two, Central. 7:00
 Havocs vs. Spartan-One, Central. 9:00

Basketball

Schedules

| CITY MAJOR LEAGUE | |
|-------------------|--|
| Tonight 8:00 | Army 13th FSS vs. Spartan, Central. |
| 9:00 | Bombers vs. Super-Invaders, Central. |
| Wednesday | |
| 7:00 | Super-Invaders vs. Spartan, Will Rogers. |
| 8:00 | Bombers vs. Moskowitz Furniture, Central. |
| 8:00 | Army 13th FSS vs. M. C. A. C., Will Rogers. |
| CITY MINOR LEAGUE | |
| Monday 7:00 | Aerial Gunners vs. U. S. Enfield, Aers, Central. |
| 8:00 | Modifiers vs. Meadow Gold, Central. |
| 9:00 | Hedge Hoppers vs. Jr. C. of C., Central. |
| Saturday | |
| 7:00 | Modettes vs. Spartan-Two, Central. |
| 8:00 | Havocs vs. M. G. Creamettes, Central. |

Standings

| (As of Thursday morning) | | | |
|---------------------------|-------|-----|------|
| CITY MAJOR LEAGUE | | Won | Lost |
| Team | Score | | |
| Moskowitz Furniture | 10 | 7 | 1 |
| Bombers | 7 | 7 | 4 |
| Army 13th FSS | 4 | 4 | 7 |
| Super-Invaders | 3 | 3 | 8 |
| Spartan | 2 | 2 | 9 |
| M. C. A. C. | 2 | 2 | 9 |
| CITY MINOR LEAGUE | | Won | Lost |
| Team | Score | | |
| Meadow Gold | 10 | 7 | 0 |
| Hedge Hoppers | 7 | 7 | 3 |
| Jr. C. of C. | 7 | 4 | 3 |
| Modifiers | 5 | 5 | 4 |
| U. S. Engineers | 4 | 4 | 7 |
| Delta Electric | 2 | 2 | 7 |
| Aerial Gunners | 0 | 0 | 9 |
| INDUSTRIAL (Girls) LEAGUE | | Won | Lost |
| Team | Score | | |
| Invaderettes | 10 | 2 | 1 |
| Havocs | 10 | 3 | 1 |
| Spartan-One | 9 | 3 | 1 |
| M. G. Creamettes | 3 | 9 | 0 |
| Modettes | 2 | 10 | 1 |

MIXED LEAGUE

| Team | Won | Lost |
|-----------------------------------|-----|------|
| Side Slips | 36 | 19 |
| Punablers | 31 | 21 |
| Raiders | 29 | 26 |
| Rockets | 29 | 28 |
| Rigor Mortis | 26 | 29 |
| Greenhills | 25 | 31 |
| Fireballs | 25 | 32 |
| High 10, Ken Brynton, Side Slips | 542 | 201 |
| High 30, L. R. Chambers, Invaders | 563 | 247 |

SWINGSTERS LEAGUE

| Team | Won | Lost |
|-----------------------------------|-----|------|
| Invaders | 36 | 30 |
| Pea Shooters | 33 | 33 |
| Night Owls | 32 | 36 |
| Air Express | 31 | 37 |
| Bullets | 44 | 44 |
| Tornados | 30 | 58 |
| High 10, L. R. Chambers, Invaders | 563 | 247 |

INVADERS LEAGUE

| Team | Won | Lost |
|-------------------------------------|-----|------|
| Transportation | 35 | 25 |
| Fabricators | 34 | 26 |
| Jug Builders | 34 | 26 |
| Pipe Shop | 32 | 28 |
| Screwdrivers | 30 | 30 |
| Gutter Putters | 27 | 33 |
| Lotters | 27 | 33 |
| Tool Inspection | 27 | 33 |
| Solid Senders | 21 | 39 |
| Bill'slips | 21 | 39 |
| High 10, A. Dollinger, Screwdrivers | 246 | 607 |

FEMS LEAGUE

| Team | Won | Lost |
|------------------------------|-----|------|
| War Birds | 41 | 19 |
| Timebombs | 40 | 20 |
| Riggers | 36 | 24 |
| Bombardiers | 30 | 30 |
| Propellers | 30 | 37 |
| Gunners | 22 | 38 |
| Pilots | 18 | 42 |
| Outliers | 18 | 42 |
| High 10, B. Davis, War Birds | 186 | 513 |

SKYTEAM LEAGUE

| Team | Won | Lost |
|--------------------------------|-----|------|
| Controllers | 34 | 20 |
| Cornets | 34 | 23 |
| 8" Ball | 32 | 25 |
| AAF | 29 | 25 |
| Inspection | 27 | 27 |
| Kinetics | 27 | 30 |
| Pattern Makers | 22 | 32 |
| Planners | 16 | 38 |
| Ten Beaters | 16 | 38 |
| High 10, W. Dillon, Inspection | 206 | 551 |

SKYMASTER LEAGUE

| Team | Won | Lost |
|--|-----|------|
| Engineers | 37 | 29 |
| Hailors | 36 | 30 |
| Punablers | 33 | 33 |
| Auditors | 33 | 33 |
| Toolers | 31 | 35 |
| AAF Property | 29 | 37 |
| High 10, Colonel H. A. Strauss, AAF Property | 253 | 531 |

MAJOR LEAGUE

| Team | Won | Lost |
|-----------------------------------|-----|------|
| Plant Service | 45 | 24 |
| Power Plant | 42 | 27 |
| Invaders | 38 | 31 |
| Controllers | 37 | 32 |
| Plant Engineers | 36 | 38 |
| Forms and Procedure | 31 | 40 |
| Material | 29 | 48 |
| Elec. Maint. | 21 | 48 |
| High 10, C. Burton, Plant Service | 231 | 585 |

May Take On Mexican Team

The Douglas championship team in the girls' Industrial basketball league may play the speedy Mexico City quintet in a few weeks, Toby Young, Recreation Director, announced today.

The Mexican lassies, who tour the country each year, plan to make Tulsa a stopoff, when they go to the national basketball tourney in Chicago this year.

Bill Miller, the Mexico City girls manager, contacted Toby when he was in Tulsa last week . . . asking for a game to be scheduled with the Havocs, until Wednesday night league-leaders.

Young thought it a good idea . . . but said the game, if final arrangements can be made, will be played between the Mexican girls and the champion of the Douglas teams . . . after the Industrial League playoffs.

Bowl Trophies Here, Toby Says

Keating trophies for 200 and 250 club members have arrived, Toby Young, Welfare, announced today.

Fourteen carat gold tie slides, which have a tenpin and a small plate for initials, will be presented to the men who bowled 250.

The "200" girls will receive bracelets with a small bowling ball and four gold tenpin charms.



Douglas Photo by R. M. McCormack

SCALPED!—Christine Gregory, Fuse-lage Joining, for purposes of illustration refused to heed the word of the Safety department . . . "protect your hair with a safety hat or bandana" . . . so Goldielocks is tangled in a drill press. In recent mon-

ths, 21 girls have been hurt when their hair caught in moving machinery. Some lost large patches of hair, which may never grow back. All Safety can do for them now is suggest the name of a good toupee artist.

Ladies Fair, Save Your Hair

Collecting scalps to hang on your belt?
Ha!, we know just the place for you. Stick around the Safety department or the Main dispensary.

Because if the girls who work around moving machinery don't wear adequate hair protection, more of them are going to be scalped.

In the last five months, 21 lassies have been severely injured when their hair caught in machinery.

Intersection Turns Safe if Your Car Is in Proper Lane

The easiest way to describe proper intersection turns, says George Reif, Managing Director of the Tulsa Safety Council, in the third in his series of articles on traffic regulation writing especially for Airview News, is to study the accompanying diagram.

This diagram depicts an ideal turning situation. Number one and number three drivers have placed their vehicles in their proper positions by starting 100 feet from the point of the turns.

Number one completed the turn in the proper lane and did not conflict with number two vehicle making a right

and completed in the proper lane.

Remember the proper placing of vehicles for turns is only a supplement to signals and does not eliminate their use . . . it is a violation to make a turn without the proper hand signal.

Classified Ads

FOR SALE

BICYCLE—Boy's large size prewar bicycle, excellent condition. Youth bed, complete with heavy cotton mattress. Remington electric razor. Ted A. Kelly, phone 49. Jenks, Okla.

CLOTHING—Lady's all wool gabardine spring suit, dusky rose, size 14, good condition. Lady's light gray needle point spring coat, size 14. Child's clothing, size 4. Pair child's beginner's skates. Paul Shellhammer, 1727 N. Elgin.

COVERALLS—Three pair of lady's blue coveralls, size 38. Practically new. Phone 4-0367.

FARM—187 acres, Mountain View, Arkansas. 35 acres cultivation, balance pine and oak. Six room house. Out buildings. Good well, spring. Orchard. Church and school, two miles, 11 miles to town. \$1,750, terms. D. W. Storey, 4110 S. Twenty-fifth W. ave., phone 5-0143.

BABY BUGGY—Prewar model, folding type, good condition. Call 6-5459. 1213 S. Louisville.

OLDSMOBILE—1938 Oldsmobile six four door sedan. Radio and heater. See between ten and two o'clock. 6517 East 5th.

CHEST OF DRAWERS—Chest of drawers suitable for baby clothes. Call before 2 p. m. 6-2229.

COWBOY BOOTS—Justin cowboy boots, size 9. Call 5-9436 between 4 p. m. and 7 p. m.

YOUTH'S BED—Prewar maple bed, and springs, good condition. \$15. Call 5-0674 any time.

SECTIONAL BOOKCASES—Four sections of bookcases, mahogany finish, \$25. Four sections, solid oak, mission finish, \$20. Both in good condition. Call 4-8040 after 5 p. m. or after 2 p. m. Saturday or Sunday.

TABLE SEPARATOR—One Sears table separator #352, in excellent condition, \$15. One Sears sprayer, shoulder strap type, used only slightly, \$7.50. Call 4-8040 after 5 p. m. or after 2 p. m. Saturday and Sunday.

CLOTHING—Army officer's fur felt dress cap, size 7, almost new, \$11. Two men's all-wool civilian suits, size 38. One boy's all-wool suit, size 13. Call 9-6074 after 4:30 p. m.

FIGURE SKATES—Ladies white Johnson's figure skates, size 6½, like new, \$12. Also brown riding boots, size 6, \$14. Call 1987, Sapulpa, after 5 p. m. must sell. Call 2-2247.

HOUSE—Four room house, 40 acres, must sell. Call 2-2247.

MATCHING SHOES AND PURSE—Anchored Galtier brand kid shoes, size 7A and 1 Miller pair to match, \$18. Walker brand patent oxfords, 7AAA. \$5. Call 2-6008.

CLOTHING—Brady knit dress, size 12, \$20. Other clothing. Call 2-6098.

COATS—Fine cottons for dresses and blouses and children's clothes. Shirts and table linens, dinette lace cloth and napkins. See Sunday only at 3334 E. Jasper.

JACKS—Screw and hydraulic jacks for car or light truck. Phone 6-1921. 5

Here's How You Put in an Ad

It's easy for Douglas employees to advertise in the Airview News, whether you want to sell your fishing tackle or buy a car. Your ad is published free of charge.

Here's how you do it. Write your ad, giving your name, department, shift, home address, home phone number, and the time you want to be called. We can not use plant phone numbers. No ads will be accepted for private business enterprises.

Keep your ad short, about 20 words not including your name and address. Mail or bring it to the Airview News, D131, before midnight Monday, if it is to appear Friday of that week. We can not accept ads over the phone.

Awards

(Continued from Page 3)

D632, Router jig for net skin trim on vertical and horizontal stabilizer tip assembly.

W. C. Long, D632, Bushing installation tool to press bushings in crosshairs; C. H. Morris, D632, Installation fixture for removable armor plate; J. W. Stiles, Y. J. Rose, D635, Check fixture for castings to eliminate layout for inspection and machining of rejected parts.

L. O. Lang, D635, Improvement to blanking die; E. W. Carter, D635, Proving chart for drill speeds on drill presses; W. J. Foster, D642, Contour line transfer tool for use in layout.

D. W. Hawk, D643, Substitute sheet rubber for beeswax in casting ring dies; R. E. Moorman, D646, Method and combination wood and rubber mallet for pulling plaster patterns out of sand; W. C. Jeffries, D646, Conservation of lead and kites in dies; C. I. Porter, D703, G. A. Holstadter, D706, Quick hook-up for water trailer towed behind fire truck.

C. W. Montemery, D632, Pimping

Safety department. Main dispensary. Because if the girls who work around moving machinery don't wear adequate hair protection, more of them are going to be scalped.

In the last five months, 21 lassies have been severely injured when their hair caught in machinery.

If your hair catches in moving parts, it may pull out the entire scalp. It hurts like heck, and worst of all, the hair may never grow back.

When it comes to hair protection, it's "all or nuthin'!" hair isn't completely covered, you're in danger.

Best of all are the safety hats, which are sold in 13 colors at the Welfare store. But bandanas and turbans get a solid okay, too, if they keep your hair covered.

Hair protection isn't just for people who work on the line, either. Any girl . . . stock chaser, office worker, time-keeper . . . who goes in a department where there is moving machinery, should wear a safety hat or bandana.

A woman's hair is her crowning glory, according to ye olde saying. And it's a cinch that nobody's going to whistle at Hairless Josephine.

IDs Checked Both Going and Coming

Because many employees forget to turn in their temporary badges, Plant Protection is checking all identification cards and badges when you leave the plant as well as when you report for work, J. P. Saunders, Plant Protection, announced today.

ideal turning situation. Number one and number three drivers have placed their vehicles in their proper positions by starting 100 feet from the point of the turns.

Number one completed the turn in the proper lane and did not conflict with number two vehicle making a right turn.

Number three vehicle hesitated for number four, which was immediately at the intersection and going in the opposite direction; then completed the turn after number four had passed.

Notice number three waited in the proper place so that the turn could be completed in the proper lane. Number two vehicle was placed in the proper lane for a right-hand turn.

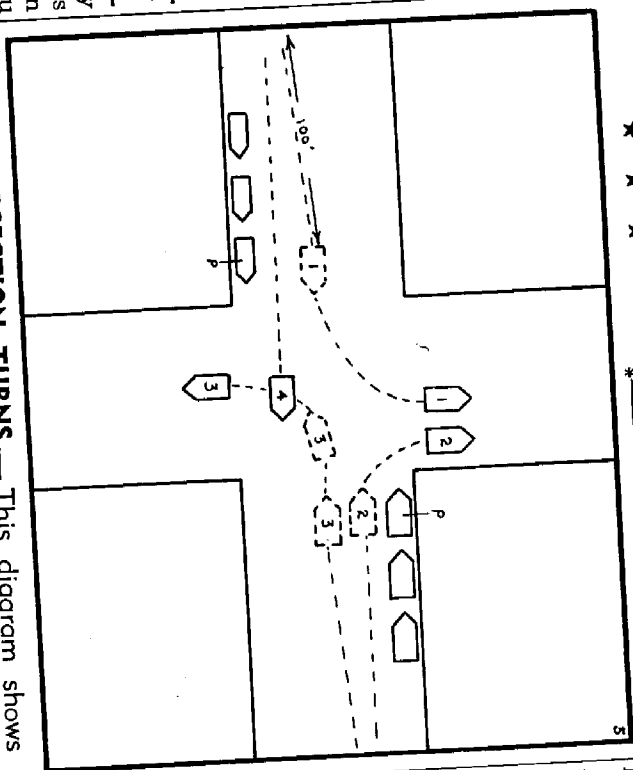
★ ★ ★

Remember the proper placing of vehicles for turns is only a supplement to signals and does not eliminate their use . . . it is a violation to make a turn without the proper hand signal.

Here's the Week's Movie Schedule

It's "Pop-eye" again on the Lunchtime Movies . . . this time he'll appear in the cartoon "Cartoons Ain't Hooan." Mitchell Ayres and his orchestra share the bill in a musical.

The schedule is: Monday—Main cafeteria; Tuesday—north end of the North canteen; Wednesday—south end of the South canteen; and Thursday—Mod Center.



INTERSECTION TURNS—This diagram shows the proper placement of vehicles to complete turns at the intersection without interfering with any of the vehicles involved.

WANTED

CANOE—Will consider any model, any size and in any condition. Call 9-4933 from 6 to 9:30 p. m.

GARDEN IMPLEMENTS—Hoe, rake, hand plow, shovel and fork. Don Harris, 776 E. Tecumseh, phone 4-7682.

RADIO—Small electric radio and electric iron. Write Lester Hines, R. R. 1, Collinsville, Okla.

LAWN MOWER—Will consider one in any condition. Call 9-5967 after 4:30 p. m.

DRILL PRESS—Will buy a drill press. Call 9-3867 after 4:30 p. m.

TWO BEDROOMS—Want to find two bedrooms (one unfurnished) and a kitchenette, east of Lewis by mother and high school son. Call 6-3558 after 5 p. m.

GUITAR—Electric steel guitar, w/in or without amplifier. C. E. Terrill, R-15, Okla. Call 195.

ROOMMATE—Will share small attractive garage apartment with another girl. Telephone, 9-7326 between 5 p. m. and 6 a. m.

BASKETBALL—Will buy basketball for a group of neighborhood boys. Call 6-1921, 5 to 9 p. m.

TYPEWRITER—Will pay fair price for typewriter in good condition. Call 6-1921 between 5 and 9 p. m.

WOOD LATHE AND JIG SAW—Would like to buy jig saw and wood lathe without motor. C. D. Onmstead, R. 1, Collinsville, Okla.

Since 1940, the number of aircraft plants has more than doubled while the amount of floor space has increased twofold.

"P" AWARDS

C. W. Montgomery, D252, Dimpling machines for convenience of operator. L. R. Minnigh, D4-381, Quality control worksheet and procedure. L. L. Hansberry, D257, Upright steel posts to stack sheet stock cases against for fire truck.

E. J. Peterson, D374, Smeetal folder to expedite critical shortages through shop. J. W. Landers, D4-402, Band saw blade guard. M. V. Smith, D404, C. D. Young, D412, Fixture for holding hydraulic tanks while washing in actuator. B. F. Daniels, D405, Countersink jig. D. C. Lowery, D406, Drill jig for drilling change storage bin.

C. R. Dick, D406, Guide for router to avoid template. C. A. Strimple, D425, holding fixture for reaming parts. E. E. Ford, D397, Combining installation in electrical sub-assemblies to save time. E. B. Palmer, D632, Fixture for locating part in gear for welding broken drills. A. L. Raegan, D642, Extracting tool for pins in form blocks on hydro press.

O. D. Carr, D645, Clip holder for steel stamps used to stamp wood parts. J. S. Rambo, Claude for decreasing costs; type limit switch for maintenance costs; machine to cut down on maintenance costs. F. C. McCallum, D700, W. J. Friechtling, D4-703, Shock absorber for air trip on punch press.

HONORABLE MENTION

J. M. Forrar, D253, Design of bomb rack transfer relay. M. L. Pedersen, D264, Installation of colored light call system for inspectors. Dorothy Corbin, D243, Tool check repair form filled out in duplicate to provide proper paper work.

Maudie Daniels, D371, Listing number of rejected parts on shop orders. R. L. Rowe, D491, No shake door lock for sliding wood or metal doors. B. W. Westlake, I. L. Nunn, D545, Bucking bar for panel and front spar on vertical horizontal stabilizer.

E. L. Mitchell, H. Nedderman, D554, Gun sack cutter for cutting gun sacks into rags. Burnett Mugsy, D562, Spring clip to replace pin holding trunion nuts on engine mounts.

C. F. Starness, D563, Ammunition bag to catch empty cases and links. F. M. Richardson, D643, Indexing and links. F. M. with P.B.I.'s, Joe Nelson, D652, Addition of scale on drafting machines.

The average airframe weight has more than trebled since 1940, average weight going from 3,020 to 10,270 pounds.



Douglas Photo by Ray Crowley

NEW MAN AT BAT—C. D. Srader, left, Inspection Service and Flight, is a new member of the Employee-Management Committee and receives his gold membership pin from Barton Tyler, Manufacturing Control, chairman of the group. Left to right, lower row, are Srader; Louise Collins, Payroll; Inez Cornwell, secretary of the EMC; Tyler;

L. G. Shearer, Personnel; Jeanne Engler, Personnel, and J. L. Crawford, Tooling. Upper row, left to right, W. B. Bosham, Final Assembly; Curtis Roberts, Machine Shop; R. O. Furlow, Engineering; J. L. Tarr, Maintenance Carpenters and Painters; Everett Frueh, G.F.E. Control; L. W. Swaney, Tool and Die Fabrication, and M. H. Bowers, Maintenance.

★ ★ ★

EMC Interested In Ideas That Speed Production

Increased war production is the theme of the Employee-Management Committee. In this group, representatives from both workers and management consider any problem which may hinder production or any idea which may speed manufacture.

If you have a suggestion that will improve working conditions contact the EMC.

Recently the group has been working on the traffic situation on the east parking lot. They suggested erecting a

Easy, Brother! Those Pins Get Out of Shape, But Quick

It's a temptation . . . when a part won't quite fit into a jig . . . to pound on the jig pin until it goes into place. But don't do it!

It looks harmless, for jig pins seem rough study pieces of metal able to stand an enormous amount of force with no harm done.

But that isn't so!

Jig pins are products of fine workmanship . . . machined to .005 of an inch . . . they're not cheap either. Average cost is \$1.60 apiece, but many run as high as \$25.

During the past 12 months, 19,275 jig pins of various sizes have been ruined here. Their total cost is \$30,840.

According to the Tooling department, most of this breakage happens because employees do not realize the damage that one blow of a heavy hammer will do. Just one thumb from a steel hammer and the

In the Front Office

Pioneer Grandfather Set Pace For Plant Counsel Barnes

When it came time for young Wendell Barnes, Plant Counsel, to choose a university to complete his law degree . . . after preliminary work at Culver Military academy and Brown university . . . he had little choice . . . for his grandfather had set a family precedent by attending the University of Michigan in 1865.

Grandpa was quite a guy. As one of Oklahoma's early pioneers . . . he was one of the first to make the dash into the Cherokee strip. Later he founded . . . and was first mayor of Ponca City . . . so it's no wonder succeeding Barnes were prone to follow in



which may hinder production or any idea which may speed manufacture.

If you have a suggestion that will improve working conditions contact the EMC.

Recently the group has been working on the traffic situation on the east parking lot.

They suggested erecting a barricade from gate T-10, extending across the drive and dividing the parking area into two separate lots. This will prevent many drivers from speeding from the north to the south gates.

Acting on the suggestion of another employee, parking tags on the west lot were wired in place. Formerly, they had blown together on the wire barriers, making it difficult for employees to find their correct parking places.

Shift change was a headache for people working at the hangar, because there was just one clock station for all the employees there. The EMC took a hand, now there's an extra clock station.

Latest project for the convenience of employees is the suggestion that downtown stores and banks stay open one night each week. In addition to Saturday.

One of the EMC's biggest services is now going into effect . . . protection against winter cold for those who work near the large doors in the assembly building. Doors on the north and south ends and west side must be opened frequently, and in many cases were not closed quickly enough. Now there will be employees on first and second shift assigned to handle the doors, seeing to it that the cold blast is shut off as fast as possible.

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According to the Tooling department, most of this breakage happens because employees do not realize the damage that one blow of a heavy hammer . . . and the just one thump from a steel hammer . . . it's good jig pin is ruined. It cannot be reworked . . . it's good only as scrap.

Sometimes, too, larger jig pins have been used as hammers to pound materials into place. There again . . . a few blows and the pins are ruined.

Some breakage is bound to occur in the normal course of work, but the loss should be nearer 1,000 than 19,000.

This breakage can be cut almost to nothing by observing a few simple don'ts.

Don't pound on a jig pin with a steel hammer. If it won't go in easily . . . either the part is not placed right in the jig or the part is wrong. Battering the pin won't make a wrong part right.

Don't saw off a jig pin if you can't get it out. Call Tooling Liaison.

Don't cut chains to install or remove jig pins. The chain is right. The pins get lost and the chain is wasted. Don't leave the pins half-way out . . . be sure they are installed right up to the shoulder.

Experts Select

C-54 Best Cargo

Troop Carrier

The Douglas C-54 Skymaster was selected unanimously as the world's best cargo and troop carrier airplane by three noted aviation experts writing in the February issue of Skyways.

E. Colston Shepherd, former editor of Aeroplane; Hanson W. Baldwin, military and naval analyst, and Lieut. Col. Nathaniel F. Slisbee of the Army Air Forces, are the three who gave their choices of the best military planes, including bombers, fighter, naval types

and transports.

Baldwin also picked the Douglas A-20 and Slisbee named the A-26 as the best in the attack-bomber class.

"In the less glamorous but vastly important transport class, the C-54B Skymaster is undoubtedly the most effective land-based carrier now flying," Slisbee wrote.

His opinion of the A-26 was expressed as follows:

"Just under the wire in operational use (a limitation which rightly excludes two highly promising numbers from the selected list) is the A-26 Invader, with its flashing speed, heavy armament, good bomb load and high degree of versatility."

Grandpa was quite a guy. As one of Oklahoma's early pioneers . . . he was one of the first to make the dash into the Cherokee strip. Later he founded . . . and was first mayor of Ponca City . . . so it's no wonder succeeding Barnes' were prone to follow in his footsteps.

After receiving his LL.B degree at Ann Arbor, Wendell took himself and his as yet unwrinkled sheepskin back to Oklahoma, where he landed his first job . . . as assistant attorney for the state tax commission.

In the next four years, Barnes rewrote so many of the tax laws which were submitted to the state legislature . . . that if he failed to figure the levy on a five figure income in less than five seconds he'd burst into tears.

During this time, he drafted the Uniform State Tax Procedure act, which was adopted not only by Oklahoma, but by several other states.

In 1937, he served as attorney for the late Governor E. W. Marland. It was his job to review and prepare the bills submitted in state legislature sessions.

Moving to Tulsa early in 1939, he practiced law as a member of the Tulsa firm of Gavin and Barnes until November, 1941, when Douglas officials selected him as counsel for the new Tulsa Douglas plant.

For his first 18 months here he handled not only the incorporation law of the Tulsa plant, but of the Oklahoma City plant, then in construction. In his spare time, he acted as Legal Aid . . . counseling employees.



WENDELL BARNES

Pilotless C-47

In Flames Guides

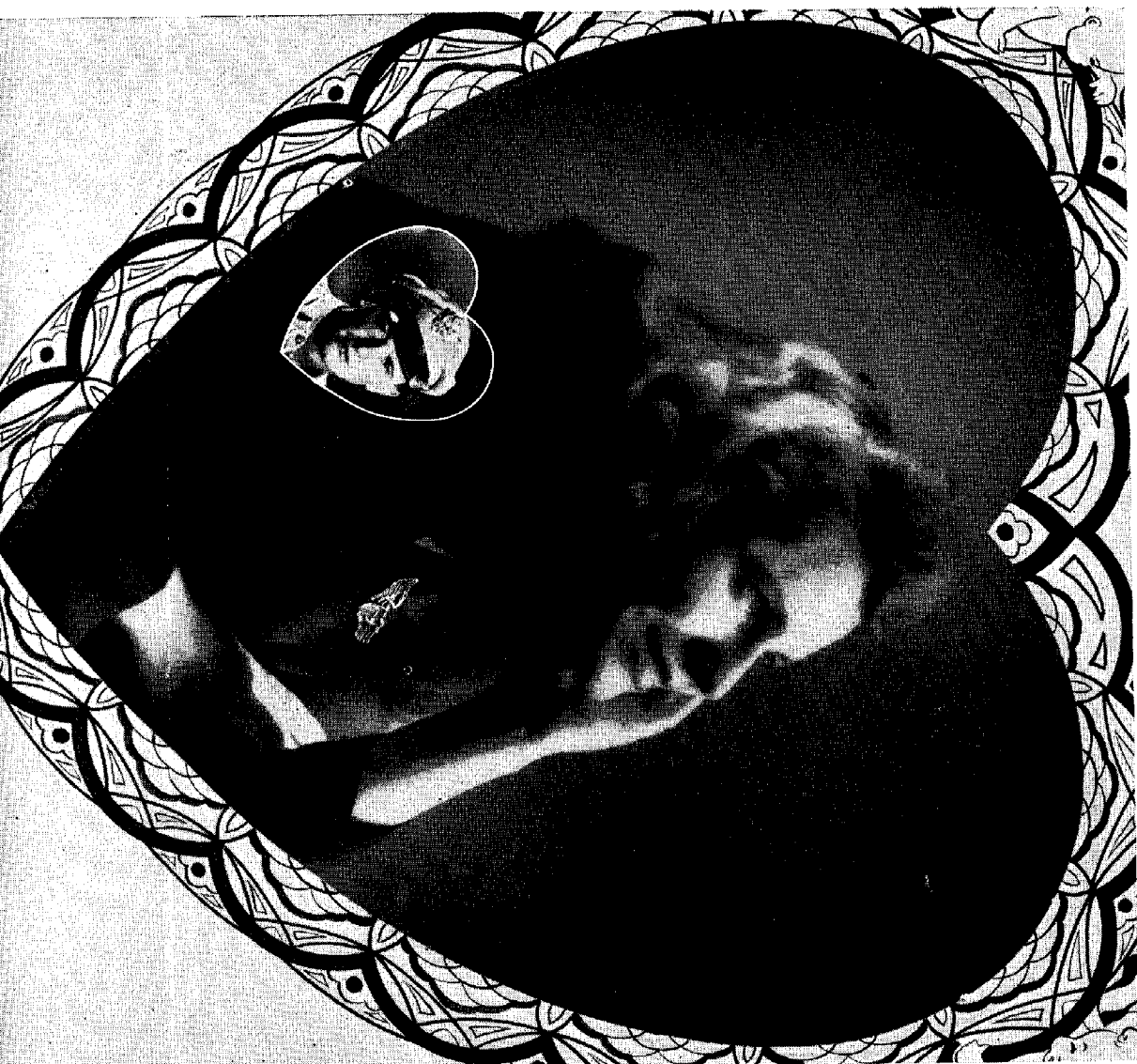
Glider to Base

A pilotless C-47 tow plane, abandoned by its crew after it burst into flames, miraculously continued its course and enabled Glider Pilot J. D. Hill of Abilene, Texas, to land with supplies for Castlogne, it was revealed recently.

Capt. Thomas Corrigan of Kansas City said he saw the transport plane flare up after being hit by flak.

"The crew bailed out but the plane apparently was set on an automatic pilot and it continued like a flaming arrow straight ahead, pulling the glider as if nothing had happened," said Captain Corrigan, a troop carrier power Hill didn't pull his release until he was over the drop zone. Then he landed his glider in the American battle area.

Slip Stream



"Golly, how the old place has changed" . . . Flight Officer Don Wright visited the plant Thursday . . . and had a hard time finding the place where he used to do Final Assembly on B-24s . . . Don left a year and a half ago to enter

service, and is on his way to Lincoln, Neb., where he'll pilot a Flying Fort . . . Giving him the big welcome were his uncle, ROWDY WRIGHT, Welfare, and his sister, LITA WRIGHT, who's a Plant Protection officer at the Mod Center . . .

* * *

He didn't mean for us to tell, but it's too nice a story to keep . . . R. C. KEEFAUVER, Labor Relations Counseling, plunked down some simoleons for tickets for the Purple Heart dance February 22 at the Coliseum . . . then asked if they could be given to some of the young vets now working at the plant . . . thought they might enjoy an evening of dancing . . . and don't think the fellas didn't take him up on the offer! . . .

* * *

In the January 5 Airview was a story about Lt. Charlie McGlohn and his Invader, which he has christened "Miss-Sippy" . . . we took our story from a clipping in the Stars and Stripes, and Charlie sent a clipping of it to his friend, ZONA COLLINS, Fuselage Installation Sub-Assembly . . . seems he has lots of old running-mates in Oklahoma, and sent special greeting from his Invader base to those at the plant who are turning out his "favorite ship" . . .

C. F. VESTAL, superintendent's staff at the Modification Center, and his wife FREDIA, Engineering, are leaving to take up farming . . . it's back to the old homestead for them, now that C. F.'s father is unable to take care of the farm.

* * *

He finally got here! For weeks and weeks JANET PARKINS, Industrial and Public Relations secretary, has been keeping a candle burning in the window for her fiancé, Will Stewart, who's been stationed with the army at Tyler, Texas . . . they've set their wedding date a dozen times, only to have his orders changed at the last moment . . . but tonight they are being married at the Second Presbyterian church. The church will be crowded with their friends from the plant . . . Stu used to work in Plant Engineering before entering service . . .

* * *

"I'm getting to see lots of different places . . . many are old and rather interesting . . . but none of them look as good as Tulsa would to me now" confesses Sgt. Carl F. McNary.





Douglas Photo by R. M. McCormack

HER HEART'S ON HER SLEEVE—

And why not, with Valentines' Day just a heart-beat away? Redhead Josephine Sanders, Shop Clerical, wears that dreamy-eyed expression for First Lt. Tommy Bates, whose diamond she has. She and Tommy, more generally known as "The Fox," met while he was in primary training at Spartan, and it

was lerv, lerv, lerv.

Tommy wrote January 7 from India, where he's piloting a B-24, that he has made 50 missions, may be home soon. Whether they'll be married when Tommy comes home, or wait 'til after the war, is still a debatable question... but play it on the safe side, and have plenty of rice ready!

From France comes a letter from Tech. Sgt. C. W. Ashlock, who used to work in Final Assembly... and he's post-war-planning on coming back to Douglas... "I enjoyed the time I spent at the plant. But I will be better fitted for a job there when I get out, for..."

I. N. McBEe, Maintenance Electrical, has an unusual souvenir from his brother, George McBee, who's a cook on the U.S.S. Lunga Point somewhere in the Pacific... George sent a letter which was officially written, and approved by the Commanding Officer, for the convenience of the ship's company... it gave a detailed description of his ship's part in the invasion of Luzon...

Home on 15 day furlough is Pfc. Edward Latch, brother of GENORA LATCH, Fabrication Supply and Control... Ed is with the Military Police at the Enid Army Air Base...

You've been so nice,
We're printing a sign
That sez "Wontcha
Be our Valentine?"

And that goes double for...

Bertha McNabney, D-351; Bernice Walker, D-406; Lita Wright, D-4201; Paul Fenger, D-204; Elaine Donart, D-360; Ina Sears, D-274.

Sad news for MAUDE TINKER, Cable... her son, Pvt. Virgil Tinker, has been wounded... Virgil has been with the Tank Corps in Belgium.

Newcomer to Materiel, Mod. is brown-haired FRED A VAN DE VORT, who has been taking a crack at housekeeping... she formerly decorated a desk in Industrial and Public Relations at the plant...

Seeing the "bright lights" of New York City recently was JEAN RICHARDSON, Shop-Clerical. When husband Cpl. T. O. Richardson, Field Artillery, telephoned her to "catch the next plane, and meet him in the big city for a 3-day pass," Jean did just that, and was with her husband within twelve hours. Cpl. Richardson has since sailed for foreign service. Jean has worked second shift in the Field Operations office for more than two years...

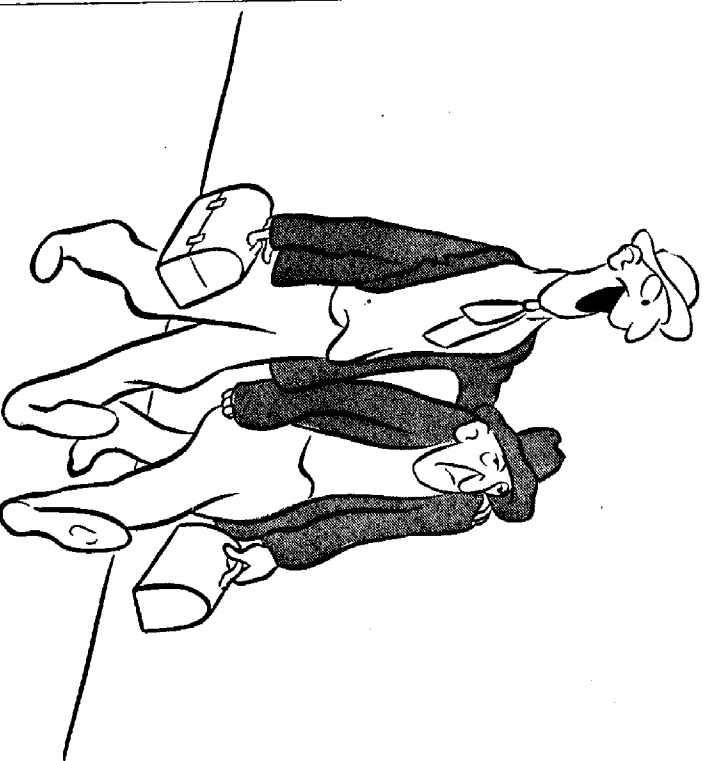
Nice letter from former Douglasie Lt. J. E. Dunlap, Jr., who's with the Army Air Forces at Hondo, Texas... asking for copies of the Airview... and delivering a special "hello" to old friends JACK JARMUTH, DON ANDREWS, and BENNOSBUSCH... Dunlap worked in Final Assembly on B-24s...

* * *



CARL

Carl, now in England, wrote to the guys and gals in his old department, where he was a leadman on turret lathes, to thank them for the round-robin Christmas letter they sent. His wife, WILMA DEAN McNARY, is employed in Maintenance...



"Cheer up big boy, this is pay day... yer gonna be rich for a couple hours!"

Frank Adams