

Final Liberator Has Rolled Off the Assembly Line

Douglas C-54 Sets Record

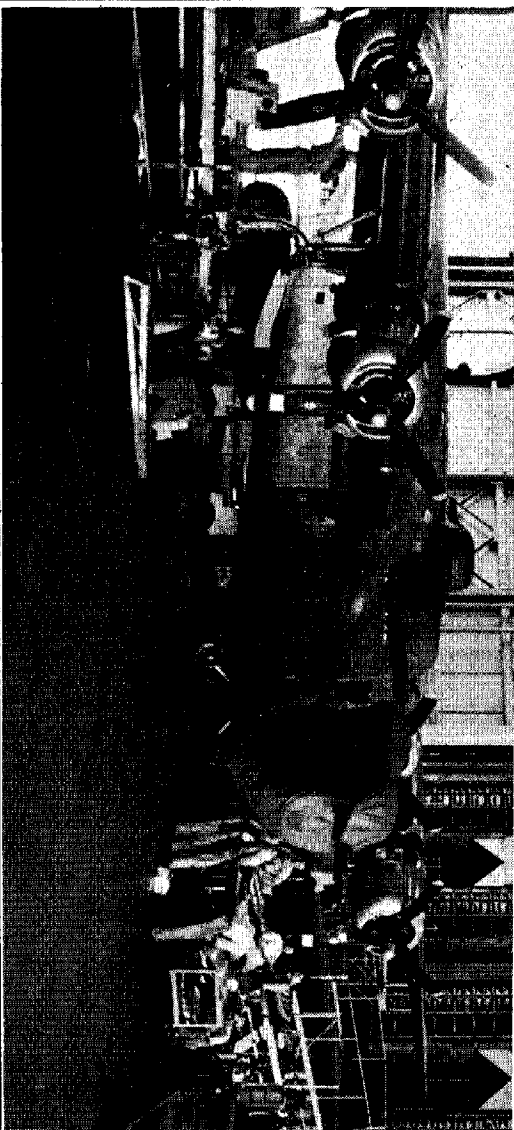
First Non-stop Flight London to Washington

The first non-stop flight from London to Washington, D. C., was made last week by an Army Air transport command crew in a C-54, four-engined Douglas transport plane, the war department revealed.

Veering from the normal route to make the most of favorable winds, the flight covered 3,800 miles and was made in exactly 18 hours elapsed time, averaging 210 miles per hour. It was one of the longest land-plane flights ever recorded.

Normal time over the ATC route from New York to Scotland, a considerably shorter distance, is between 20 and 24 hours.

Major Henry T. Myers, pilot of the C-54, said that although he did not try to set a speed record he did take advantage of tail winds whenever possible. He had three hours fuel left on arrival.



Production on Last 350 B-24s Nation's Best

The last B-24 . . . with its fuselage covered with signatures of employees rolled out the doors of the assembly building Tuesday night.

Wednesday, during the afternoon rest period for first shift, and on swing shifters first period, ceremonies to mark that last Liberator were held.

W. E. McIntosh, general chairman for the Fifth War Loan, presided and made opening congratulations to employees and bond captains for the work they have done.

Harvey Heller, city chairman of the bond drive, thanked employees for their part in the city-wide campaign and drew from a wire box the name of the employee to ride in Liberator 952.

The name of the plane was announced, and the employee who named it, then, Plant Manager W. G. Jerrens told fellow employees of their accomplishments in the B-24 production job. He said:

distance, is between 20 and 25 hours.

Maj. Henry T. Myers, pilot of the C-54, said that although he did not try to set a speed record he did take advantage of tail winds whenever possible. He had three hours fuel left on arrival.

With him was the same crew that blazed a 3,200 mile trail from India to Australia about a year ago with a party of senators aboard.

Mod Rumours Are Unfounded, Says Colonel Strauss

Rumors circulating to the effect that the Modification Center will be closed within the next month are absolutely false.

That fact was confirmed today by Colonel H. A. Strauss, Army Air Forces Representative,



STRAUSS

who further stated that no information has been received from higher authority that any reduction is anticipated in the production schedules now active at Location D-4.

These schedules not only require employment of a full complement of personnel, but a possible increase over the number now employed at that location.

It is further anticipated that modification work will continue at Tulsa for the duration of the war.



Douglas Photos by Wilmoet Dahlem

THE LAST LAP—Out of the assembly building and over to the paint shop for finishing touches went Tulsa's last Liberator Tuesday night. Above, employees in the Paint Shop set up their stands preparing to do a thorough finishing job. Below, Harvey Heller, city chairman of the bond drive, draws from the wire box, the name of the bond-buying employee who will go for a ride in ship 952. Watching are: W. E. McIntosh, Fabrication Supply, general chairman of the plant's drive, left, and Plant Manager W. G. Jerrens.

Sunday's Model Plane Contest Open to All.. Fly or Watch

Dust off and tune up that model plane of yours. There's going to be a competition next Sunday between all three classes of model planes with prizes to the winners. Sponsored by the recently organized Douglas Model Plane Club, the contest will start at 9 a. m. at Fourth place and Darling-ton avenue.

Everyone is eligible to enter the competition. Each plane will be given three flights.

So far, according to Paul Hinds, Engineering, one of the club's charter members, there have been seven entries. These planes will be on display all

See Free Movie Wednesday Night

Drive-in movies will be shown free of charge to Douglas employees on the picnic grounds near the swimming pool at Tulsa Joe's, according to Howard Rugh, Industrial Training, who owns the movie projector and film rights.

Every Wednesday night at 9 p. m., you can drive your car out in front of the big screen and sit there to watch the film.

In addition to the feature picture from one of the major studios, there will be a news-reel and cartoon.

in Liberator 952.

The name of the plane was announced, and the employee who named it, then, Plant Manager W. G. Jerrens told fellow employees of their accomplishments in the B-24 production job. He said:

"Last evening the last B-24 Liberator bomber to be assembled in this plant left the assembly building. Within a few days that plane will be delivered to the Army Air Forces, and from that time on you and I will devote our full efforts to another production job more important even than the one we are just completing.

"When our last B-24 is delivered we will have established a record second to no other aircraft plant participating in the Liberator program. In assembling our last 350 Liberators we have surpassed the production records of great plants on the west coast and in the middle west.

"Our record on file with the Army Air Forces Procurement Branch shows that the first bomber assembled in this plant required the use of 12.3 man hours per pound of bomber assembled. When we had delivered our 250th ship, we had reduced that figure to 2 man hours per pound. Ship number 750 required only 3/4 man hours per pound, and I am firmly convinced that our last airplane will have required only 1/2 man hours per pound. "For this accomplishment you are to be highly commended. These statistics show that for two years you have steadily increased your en-

(Continued on Page 4, Col. 4)

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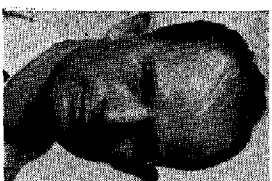
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Address all communications to the editor, Airview News office.

Big Bond Buyers Help Toward Goal

Planning for the future security of his little six year old daughter is



Ragan Bailey, Machine Shop, who recently purchased two \$1000 bonds, a \$50 and a \$25 bond.

Besides believing that bonds are a good investment, Bailey

wants to share in finishing the war. His brother, Herman Bailey is in the U. S. Navy.

Another bond buyer who decided to finish up the Fifth War Loan in a blaze of glory was Carl Long, third shift employee in Maintenance Electrical.

He bought \$2000 worth of bonds. His



Douglas Photo by Russell Meathers

SHE PLANS FOR "TOMORROW"—Mary Woodley, Aircraft Electrical and Radio, Mod Center, soldiers wiring in a jack-box, the job she'll do till her husband, Lieut. T. D. Woodley returns from overseas. She's buying bonds for him and for her brother, Staff Sgt. W. A. Sawyer, who's missing in action.

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The Bond I Buy for Me and My Guy Means Bright Future

"The Bond I Buy For Me And My Guy" is a catchy slogan, one that has special meaning for many women working here. They're whole-heartedly in war work, speeding the return of their fighting men overseas. Brunette Mary Woodley, Aircraft Electrical and Radio, Mod Center, has a double-bar-

In the Front Office

Ten Years Ago, Monesmith Started as a Shortage Chaser

by HELEN MONTGOMERY

EDITOR'S NOTE—This is the second in a series of thumbnail sketches on Tulsa plant management.

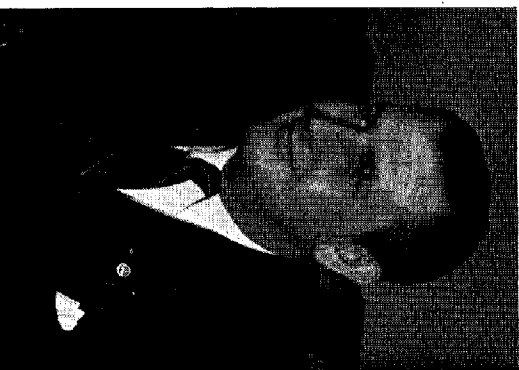
Chasing shortages has occupied most of Assistant Plant Manager Burt Clare Monesmith's ten-year service in key positions with Douglas. From the University of California at Los Angeles on March 1, 1934 he went to work at the Northrop plant (now El Segundo) in Material Release, soon entering Production Control.

Near the first of 1935 he spent four months at the Santa Monica plant in the Planning department. Back at El Segundo for six months as night supervisor of Production Control, Monesmith then served 18 months as night superintendent.

He then became assistant supervisor of Production Control where he was in charge of Production Control, Scheduling and Tool Storage, later becoming supervisor. His next job was as Material co-ordinator in charge of Purchasing and Material Stores.

In May, 1941 as Material co-ordinator and the fifth man assigned to the Tulsa project, he went to Consolidated's San Diego plant, then to Tulsa in September, 1941 in the same capacity.

In January, 1943 Monesmith was made Material Superintendent at the Long Beach plant; in April, 1943 manager of the Outside Manufacturing division; and on January 7, 1943 advanced to Assistant Manager of the Tulsa plant. Monesmith, a former high school football player, was a



BURT MONESMITH

member of the U.C.L.A. varsity crew participating in Pacific Coast and National intercollegiate crew races. He was born at Cresco, Iowa.

New Safety Hats In Bright Colors

A new shipment of safety hats has just arrived in the Welfare store, mezzanine 7, col. 67.

But rather than the regular navy blue billed caps, this new lot came in assorted colors.

wants to share in... His brother, Herman Bailey is in the U. S. Navy.

Another bond buyer who decided to finish up the Fifth War Loan in a blaze of glory was Carl Long, third shift employee in Maintenance Electrical.

He bought \$2000 worth of bonds. His reason? "I don't need a reason," says Carl, "I was over in France for 10 months during the last war."



"I know how much they need all the equipment, the ammunition, the supplies, and I know it takes the money from bonds to send that stuff over."

Pat McClure's Husband Reported Killed in Action

First Lieut. Jimmy McClure, husband of Pat McClure, Engineering, was killed in action June 7 when his paratroop demolition squadron landed in France.

He had been transferred to active duty on his request, after being sent to England, where he was a staff officer in the headquarters command of paratroop squadrons.

Entering the army in 1941 as a second lieutenant, he was stationed at Fort Benning, Ga., and Fort Bragg, N. C., until he transferred to the paratroops in February, 1943. After special training in Maryland and Washington, D. C., he was sent overseas.

The Bond I Buy for Me and My Guy Means Bright Future

"The Bond I Buy for Me and My Guy" is a catchy slogan, one that has special meaning in war work, speeding the return of their fighting men overseas.

craft Electrical and Radio-Mod Center, has a double-barreled reason for putting a large slice of her weekly paycheck into bonds.

Her brother, Staff Sgt. W. A. Sawyer, an aerial gunner on a B-24, has been missing in action over France since June 8.

Her special "guy" is her husband, Lieut. T. D. Woodley, who has been overseas since March, and is with the 711th tank battalion in Hawaii.

Their plans for the future? Simple, really... no elaborate dreams of dish-washing machines or streamlined convertibles... just a six-month-long fishing trip for "T. D."

He's preparing for it now, with a rod Mary mailed to him recently. Mary's preparing, too... with the weekly bond purchase that buys fighting equipment for her husband today and assures him of a good "tomorrow," when he's home to stay.

Find Her Watch And Claim Reward

Offering a reward for the return of her wristwatch is June Poyner, Material Shortage, who lost it in the assembly building June 30.

Anyone finding this rose-gold "verihin" Gruen is asked to contact June through the Lost and Found Bureau.

The Lieutenant Wasn't Talking

by ELIZABETH STUBBLER

The lieutenant, we discovered, wasn't talking. Our phone rang Monday afternoon, and we were told that Bob Warnock, a former employee, was visiting in the Plant Layout office.

"Come on down," they invited. "He's seen a lot of action with the navy, and it should make a pretty good story."

Carefully filing a cigaret in the ash tray for future reference, we grabbed a notebook and pencil and hurried down the hall.

BOB WARNOCK



Twenty minutes later, the lieutenant, who had been looking around the plant on an inspection tour, arrived and folded his long frame into a swivel chair.

Licking our pencil determinedly, we closed in for the vital statistics.

Bob, we learned after some fancy arm-twisting, left the plant October 20, 1942, after working seven months in Plant Engineering. Graduating in February from midshipmen's school at Columbia, he was sent to the Motor Torpedo Boat Squadrons' Training Center at Newport, R. I., where he spent two months.

The following April he reported to a P.T. squadron in

tendent at the Long Beach plant; in April, 1943 manager of the Outside Manufacturing division; and on January 7, 1943 advanced to Assistant Manager of the Tulsa plant. Moresmith, a former high school football player, was a

A new shipment of safety hats has just arrived in the Welfare store, mezzanine 7, col. 67. But rather than the regular navy blue billed caps, this new lot came in assorted colors.

New Orleans, and left July 1, 1943, for the South Pacific. Just about there the lieutenant began to clam up like "The Hairy One in 'Smilin' Jack.'"

"Just say," he insisted, after fifteen minutes of quiz kidding, "that I went on routine patrols in the northern Solomons."

Determined not to use that hoary plea of "Listen, pal, you can't do this... my editor will leap on me with hobnails," we gouged out a few more details.

"Well," he squirmed, "tell 'em about all the C-47s I saw there... hundreds of them... they were about the only transports I saw all the time I was in the South Pacific. And when we left Guadalcanal to fly home, we were aboard a Douglas C-54."

Despairing of ever hearing any more about the navy, we took him firmly by the hand and led him upstairs to the Photo Lab.

"This picture taking must be an old story to you," we volunteered. "Bet you've been 'mugged' a thousand times."

"Aw, he doesn't know that 'many girls,' laughed the photographer.

"You don't know Bob," came a voice from the background. True enough, Doc, but you can't say we didn't try. All we know is, he's tall as all get-out, has blond hair that tends to stick straight up in back like Dagwood's bright blue eyes, and a nice smile.

And he won't talk. We asked him about the bronze star he wears, and he knew what he said? "Can't remember why I got it... must have been because I wasn't gallant enough to win the silver star!"



While Mothers Works, Baby Has Good Care

Douglas mothers may rest easy about their youngsters as they perform their vitally needed war work . . . for there are many licensed nurseries and homes where they may leave their children



Worries, busy Has Good Care

Douglas mothers may rest easy about their youngsters as they perform their vitally needed war work . . . for there are many licensed nurseries and homes where they may leave their children and be sure that they are provided watchful care. A list of these nurseries may be obtained here.

A number of Douglas mothers already have found in these nurseries the answer to their problems, but greater need for expert child care is expected to arise as the invader program goes into accelerated production.

A list of nurseries, permanent boarding homes, or licensed private homes may be obtained by contacting Dell Hille, Woman's Service Representative, 2297, or by seeing the Service Representative or the matron in your area.

No single nursery or home is recommended. All places listed are licensed and have been approved by Tulsa City and Federal Governments. Employees must select the place best suited for their children.

Two nurseries for white children and two for colored children are operated by the Board of Education, 4-6141.

Children from two to six, whose mothers are employed are eligible for enrollment.

A staff of trained nursery school teachers directs each center, and a registered nurse makes a daily inspection.

The fee at this time at the two centers for white children is \$4.00 per week, including meals; at the negro



centers, the fee is \$2.50 per week, including meals.

Then, each child is under trained supervision at all times and is fed nourishing food at meal time with fruit juice or milk at mid-morning and mid-afternoon.

The Child Care Center located at the Church of God and operated by Mrs. Richardson, 5-9328 or 3-4712 will accept children from two to six years of age.

The fee is \$1.00 per day with rates for more than two children in the same family.

This nursery provides special cots for naps, fenced in play yard with sand piles and play toys. All play is supervised. Escorts will be provided to doctor's office or clinic.

The Private Day Nursery operated by Mrs. Clark, 6-7940, will accommodate



Douglas Photos by Wilnot Dahlem

HAPPY DAYS—Young children spend happy days at child care centers while their Douglas parents build the planes for war. Top left, Loretta Watson, trainee, brings her two sons, Stanley and Jimmie to the Irving School Nursery. Top right, finishing the noon meal at Kenosha center are, left to right, Richard Burkett, son of Geneva Burkett, Fuselage Assembly, Nancy Lou Nash, daughter of Carmen Nash, Nacelle Assembly, Arthur Couch, son of Martha Couch, Technical Inspection, and Eugene Holland, son of Mary Holland, Surfaces A-26. Center left, William Lewallen, son of Ruby Lewallen, joining A-26, swings tiny Sherry Lynn Rogers, daughter of Neda F. Rogers, trainee, at the Church of God Nursery; right, early morning medical inspection at the Irving school finds nurse Mrs. T. E. Lively checking Bert Halford, son of A. J. Halford, Mod Center. Deep in dreamland at the Dunbar nursery, below, is Checota Daniels, Jr. His father is in Nacelle Assembly.

12 children.

The fee is \$7.50 per week.

A strict schedule is maintained and children are supervised by trained assistants.

Nourishing food is served and daily naps on special cots

required.

Cooperating with Douglas

employees to find suitable private homes for children

are United Family Service headed by Mrs. Webb, 3-7171; and Children Ser-

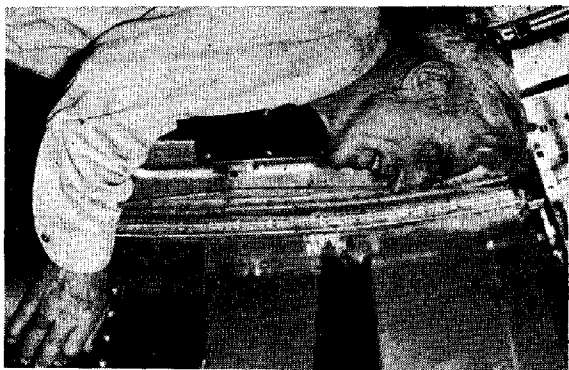
vice Bureau, headed by Mrs. Pye, 3-9149.

Both Mrs. Webb and Mrs. Pye will remain after working hours to see any Douglas employee or prospective em-

ployee.

He's Passed Up Many a Plane Ride, But He'll Take This One

"Reckon I've had a million and one chances to take a plane ride, and I've passed them up . . . but this ride in a B-24 is one I wouldn't miss for the world." White-haired Marcus H. Johnson, Development, says.



He's the lucky bond buyer who won the ride on a Tulsa-built Liberator, and will be privileged to go along as a crew member on a regular flight.

"I'm an old time army man," Johnson continued. "Joined April 3, 1908, and served until July 30, 1919. Had a chance to join the air forces in the first war, as a matter of fact. It was back in 1913, when I was on Corregidor. They came around asking for volunteers for the air corps, but I passed it up. Wasn't afraid, mind you . . . never minded the idea of flying at all . . . but I wanted to stick with my buddies."

"Saw lots of action in the last war. I spent 15 months overseas, and I can remember it like it was yesterday. We were on Corregidor when the news of the fighting came."

"At first we didn't believe it . . . had a signal corps man who was drunk all the time, and when we saw on the bulletin board 'War declared in Europe' we just thought he was off again."

"But next day we got confirmation. Shortly after that I started home, and when we hit Frisco, I knew there was a war for sure. Wasn't long until I was in Europe, right in the middle of the fire-works."

The group will work from 6:30 until 9 p. m. on Mondays, Wednesdays and Fridays, with each worker giving at least

Plant Red Cross Group Is Formed

How about giving six hours a week to the Red Cross, to roll bandages? A Douglas chapter is being formed, and will begin work Monday night at the workrooms at Sixth and Cheyenne. Your help is needed, if Douglas is to fill its quota.



RETURN OF THE NATIVE — Dale Myers, left, Final Assembly, Mod Center, shows G. V. Harris of the same department where he was camped in Iran as a Douglas foreign project man. Inset, upper left, the eager beaver is Dale done up as an Arab, beard and all. Lower right inset, he cleans his gun, probably preparing to guard the collection of pin-ups on his bunk house wall.

★ ★ ★

On Foreign Project, Myers Was Regular 'Eager Beaver'

Running low on red points? Try a water buffalo steak, advises Dale Myers, who sank his teeth in many of them when he was a foreign project man with Douglas in Africa and Iran. Dale, who works in Final Assembly at the Mod Center, recently transferred here from Daggett, and keeps his fellow workers entertained

all, if not more than is expected of you by our fighting men. Again, congratulations for your accomplishments on the B-24. If you bring to the A-26 program the same enthusiasm and effort, you will have little trouble winning for yourselves the coveted Army-Navy E."

Later in the program a drawing was held to determine the bond buyer who would

Last B-24

How about giving a week to the Red Cross, to roll bandages? A Douglas chapter is being formed, and will begin work Monday night at the workrooms at Sixth and Cheyenne. Your help is needed, if Douglas is to fill its quota.

The group will work from 6:30 until 9 p. m. on Mondays, Wednesdays and Fridays, with each worker giving at least six hours of time per week.

Five Douglas employees have taken auxiliary training in bandage folding and are helping organize the chapter. They are Alberta Noland, Parts Supply A-26; Florine Avant, Fuselage Structure Aft Section A-26; Dorothy Nugent, Parts Supply A-26; Clara Belle Williamson, and Nina Gunn, Material Control.

Dance at Joe's Where Crowd Goes

Follow the crowd out to Tulsa Joe's tomorrow night. There's going to be another whopperoo of a dance there. Everett Orman and his Cavaliers are scheduled to play for both dance sessions. The first will be from 9:45 to 12:45 . . . the second from 1:45 to 4:45.

C-47 Rides Out Storm in India

A C-47 transport, buffeted for more than three hours in a furious night storm in India, finally landed its 18 passengers and crew safely.

The C-47 rode out the storm but its fuel supply was running so low the pilot feared he could not reach his base. The pilot attempted a "belly landing" in the dark.

I started home, and when we hit Frisco, I knew there was a war for sure. Wasn't long until I was in Europe, right in the middle of the fireworks.

"My two boys are in it now, Gus . . . he's a seaman first class, is in a hospital in San Diego. Got his at Bouganville, when his destroyer was hit. My other son, Billy, is on a cruiser in the southwest Pacific . . . he's just a kid, only 17, but he enlisted as soon as he could."

Letter Tells of B-17 from Mod Flying in Combat

A B-17 tail cone, one of the many sent from the Modification Center to Long Beach last month, is on a plane already seeing action in Italy.

Mary Price, Material Conservation, Mod Center, can testify to that for she wrote her name and address in one of the tail cones when it was being readied for shipping to the west coast.

Monday she received a letter from Pvt. Tony Gerka in Italy, who told her that he had found her name in the plane and wanted to report that the Tulsa modified tail cone was right in the thick of the fight.

Tony, who also wrote that he has been overseas seven months, said that his job was to put ammunition in the plane. He asked Mary to write, and send her picture.

"The letter, yes . . . the picture, no," laughs Mary. "But I've given his name and address to a couple of other girls, so from now on he'll be getting plenty of mail."

On Foreign Project, Myers Was Regular 'Fager Beaver'

Running low on red points? Try a water buffalo steak, advises Dale Myers, who sank his teeth in many of them when he was a foreign project man with Douglas in Africa and Iran. Dale, who works in Final Assembly at the Mod Center, recently transferred here from Daggett, and keeps his fellow workers entertained with stories of the days he spent servicing planes overseas.

Fourteen months of his time overseas were spent at Cedar, an additional five months at Gura, in Iran.

Repair Job

Main job of his group was to repair planes that cracked up in the desert, and modify and deliver others to the Russians. Iran and Russia are back door neighbors, and among the planes they serviced for our allies were A-20s, P-40s, P-39s, and B-25s. Many were assembled there, some parts arriving by ship, others by air.

The men worked out from their bases for weeks at a time, headquartered in Benghazi, Cairo, Sicily, and Heran, to name a few locations.

Beard Race

Accommodations at the two base camps were fair. Nothing in the way of entertainment, so they first shaved their heads and beards, then let their beards grow to see who could sprout the most luxuriant beaver.

"The food was fine when we first arrived, "Myers recalls. "But after a few months the supplies we had brought began to dwindle, and we had to try the native food . . . that's when we had the water buffalo steaks."

Last B-24

(Continued from Page 1)

deavors to a point where you could build more bombers with less people and in less time than any other assembler of this type airplane. Your Liberator bomber program is a job well done.

"As you tackle your new project, I am sure you will display the same, if not greater, enthusiasm. The responsibilities of the new program are much greater. The production schedules are much stiffer.

"In our new assignments, the quality of workmanship required is equally more exacting. Doing our work on time is only part of the job. The workmanship must also be good. Poor work that must be corrected later might easily be the difference between making or missing our monthly plant schedule. To insure against this possibility, our work should be letter perfect.

"The A-26 production schedule set for this plant is in itself a challenge to every one of us. We must deliver 40 per cent more airplanes this month than last. Next month we must deliver 40 per cent more than this month. In the months thereafter production schedules correspondingly go up.

"I have told you these things only because I know you are interested in doing at least

men. Again, congratulations for your accomplishments on the B-24. If you bring to the A-26 program the same enthusiasm and effort, you will have little trouble winning for yourselves the coveted Army-Navy E."

Later in the program a drawing was held to determine the bond buyer who would win a ride on a B-24. In first place was Marcus H. Johnson, Development.

Winner of the contest to choose the name for Liberator 952, the last B-24 to be built at the Tulsa plant, is H. W. Addington, Jigs and Fixture Fabrication, who has christened the mighty plane the "TULSAMERICAN."

★ ★ ★



PONDERING—H. W. Addington, Jigs and Fixture Fabrication, did a lot of figuring before he finally hit on his winning name for the last B-24, "Tul-samerican."

All-star Selections Stage Playoffs Sunday Night

Between Halves Contests Will Bring Prizes to Competitors

Competing for the Tulsa Plant's all-star team, selected squads from the Major Liberator, Minor Dauntless and Swing Shift leagues will stage a playoff at 8 p. m. Sunday in Crawford park. In the first game the

Pistol Match Date Is Set

Thanks to Employees' Guns, Tulsa Shoots

Sufficient number of .22 and .38 pistols were secured for the police and civilian pistol teams who will participate in the first all-Douglas plant telegraphic pistol match as a result of publicity in the Airview News.

The date of the pistol match has been moved up to August 6 in order that scores may be sent to the West Coast by telegraph where they will be compared with those of teams from other Douglas plants.

Although the police team has sufficient ammunition, the civilian team will not be able to participate unless they can purchase .38 Smith and Wesson Special ammunition.

Anyone having ammunition to sell should contact Pete Elliott, Tool and Die Fabrication, captain of the civilian team.

Since the last story not only brought in pistols for both groups but two civilian pistol shooters were secured.

On the police team are the captain, Lieut. E. A. Holland, Sgt. T. M. Walton, Sgt. W. A.

Tulsa Plant's all-star team, selected squads from the Major Liberator, Minor Dauntless and Swing Shift leagues will stage a playoff at 8 p. m. Sunday in Crawford park. In the first game the

Dauntless team, and the winner will then play the swing shift representatives. Between halves of the games, contests will be staged in base running, ball throwing and batting, with prizes going to the winning players.

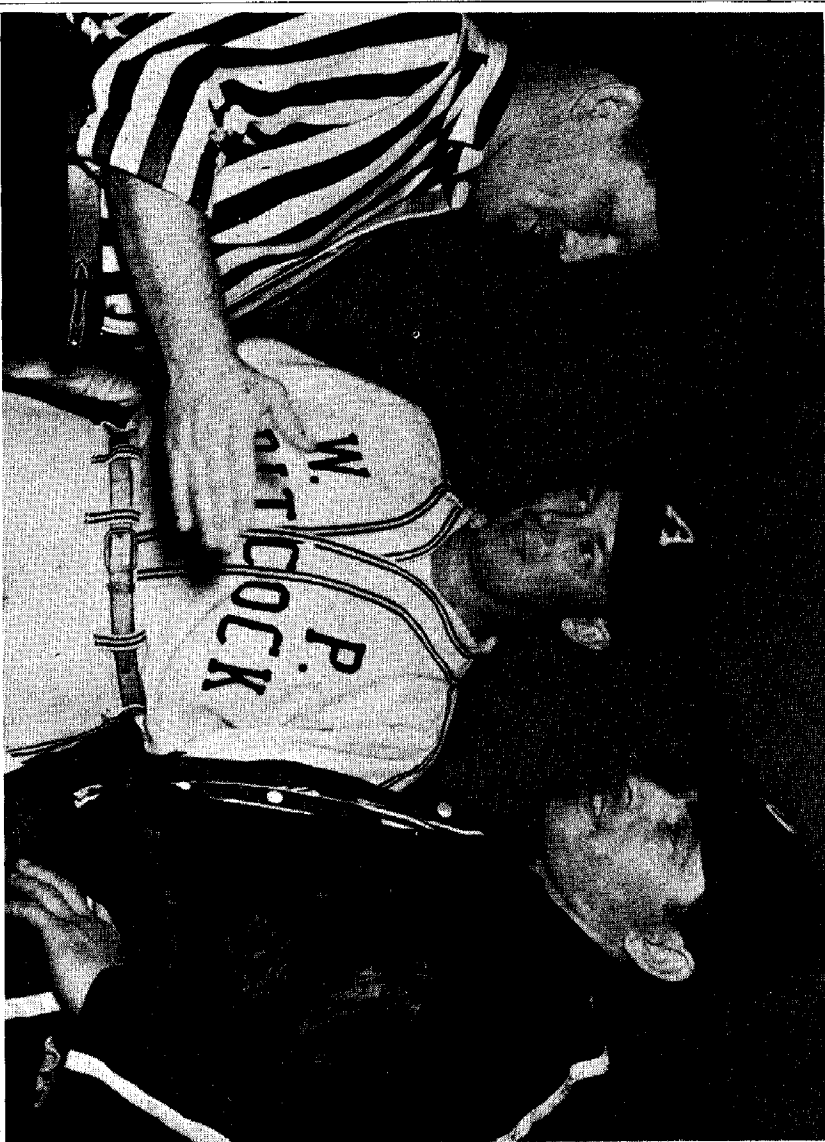
On August 6 the plant's all-star team will go to Oklahoma City to play the Douglas plant there in a return engagement.

All-star players for first, second and third teams in the Liberator, Dauntless and Swing Shift leagues were named this week following a poll to select outstanding players.

Players announced by Welfare include:

Liberators—Pitcher, Cecil Smith, Maintenance, A. Hull, Buyers, Rex Carter, Buyers (tie); Catcher, James Hatfield, Buyers, Sam Gray, Power Plant, Ray Watt, Modifiers—First baseman, Louis Hays, Modifiers—Raid Hartzoff, Maintenance (tie), Gene Morrison, Power Plant; Second baseman, Mike Neme, Modifiers, D. E. Purcell, Buyers, Julian Blake, Power Plant; Third baseman, Ford McDonald, Buyers, J. I. Evans, Short Stop, Jack Bennett, Maintenance, Johnny Neighbors, Buyers, Bill Morris, Power Plant; Roving Short, Otis Day, Tooling, Leroy Fox, Modifiers, Harry Duval, Power Plant; Left Field, Art Harrison, Maintenance, Frank Prince, Power Plant, Dean George, Buyers; Center Field, Joe Amick, Modifiers, R. C. Carpenter, Maintenance, R. Cook, Power Plant; Right Field, R. H. Wooley, Power Plant, O. L. Wagner, Maintenance—Tom Owl, Buyers (tie); and Manager, Bill Causey, Buyers, T. L. Clark, Maintenance, and Thurman Bair, Fabricators.

Dauntless—Pitcher, Corporal Calvin Copeland, Army Flight, M. C. Ellis, Havers, E. C. Clark, Army Property, Catcher, Vernon Roesch, Army Flight, Fred McMillan, Army Property (tie), Bill Besser, Havers, Army First Baseman,



Douglas Photo by R. M. McCormack

NOW IT'S LIKE THIS—Jimmy Pharr, former third baseman of the Deep Rock Oilers who won the 1942 national softball championship, acted as umpire Sunday night for the Tulsa-Oklahoma City all-star softball games at the Newblack park where the two teams split a double-header. Pharr, left, is explaining the ground rules to W. C. Causey, Purchasing, manager of the Tulsa all-stars and the Buyers team of the Liberator league, and Gene Eldridge, right, catcher-manager of the Oklahoma City all-stars. Eldridge was on the winning Pacific Coast teams for years and was formerly batterymate for Lou Novikoff when the "Mad Russian" was a top-notch softball pitcher.

★ ★ ★

Seven Win Golf Shirts in Club's Flight Tournament

Golf shirts were awarded to the seven flight winners at McFarlin course Sunday when 140 members of the Douglas City Club participated in a Flight Tournament winners in-

Fem All-Stars Take Game from Okla. City Team

The Tulsa all-star girls

to sell should contact Pete Elliott, Tool and Die Fabrication, captain of the civilian team.

Since the last story not only brought in pistols for both groups but two civilian pistol shooters were secured.

On the police team are the captain, Lieut. E. A. Holland, Sgt. T. M. Walton, Sgt. W. A. Dean, Lt. O. C. Dodson and Officer E. R. Mayfield, all of Plant Protection.

Civilian team members include Elliott, Pat Cleveland, Tom Kendall, B. A. Thompson, all of Tool and Die Fabrication; J. H. Sands, Downtown Personnel; and P. A. Bess, Engineering.

Softball Schedule

GIRLS AIRCRAFT LEAGUE

Friday: 7:30 Weidettes vs. H a v o c s, New block.
Monday: 9:00 Havocs vs. Spartanettes, New-block.
Wednesday: 9:00 Meadow Gold vs. Weidettes, Crawford.
9:00 Spartanettes vs. Sky Pilots, Archer.

LIBERATOR LEAGUE

Friday: 7:30 Maintenance vs. Machine Shop, North Peoria, north.
Monday: 9:00 Maintenance vs. Fabricators, North Peoria, south.

Tuesday: 7:30 Tooling vs. Modifiers, North Peoria, south.
9:00 Machine Shop vs. Power Plant, North Peoria, south.
Thursday: 7:30 Modifiers vs. Machine Shop, North Peoria, north.
9:00 Buyers vs. Tooling, North Peoria, north.

DAUNTLESS LEAGUE

Tuesday: 7:30 Army Flight vs. Engineering, North Peoria, north.
9:00 Army Property vs. Mod Rowdies, North Peoria, north.
Thursday: 7:30 Engineering vs. Army Property, North Peoria, south.
9:00 Havocs vs. Army Flight, North Peoria, south.

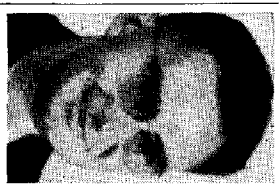
SWING SHIFT LEAGUE

Friday: 1:00 A-26 Assembly vs. Mod Final Assembly, North Peoria, north.
1:00 Mod Final Assembly vs. Blueprint,

North Peoria, south.
NOTE: The two games Friday will complete the regularly scheduled games for the Swing Shift League. Other games played throughout the week will include make-up games for teams rained out on regularly scheduled nights.

Seven Win Golf Shirts in Club's Flight Tournament

Golf shirts were awarded to the seven flight winners at McFarlin course Sunday when 140 members of the Douglas Golf club participated in a Flight Tournament. Winners include: Flight "A", Marion Askew, A-26 Parts Supply, 72; Flight "C", M. V. Rieger, Die*



McBRIDE

Fixtures and Templest Storage, 80; Flight "D", Oscar Grimes, Parts Supply C-47, 80; Flight "E", G. G. Livingston, Planning A-26 Assembly, 81; Flight "F", W. E. McBride, External Transport, 88; and Flight "G", J. H. Sands, Downtown Personnel, 98.

When Harold "Cotton" Roberts, Production Supply, and W. A. Mullikin tied for Flight "B", the winner was determined by a drawing.

Most interesting win of the entire tournament was that of McBride in Flight "F". McBride shot an eagle on the 365-yard No. 6 hole. He got 200 yards with his 2-iron and hole'd out with a 5-iron. McBride's 88 was on a par 71 course.

A Blind Hole Tournament will take the place of the Qualifying Tournament originally scheduled for the club members for August 13. The tournament will be played at the Mohawk Golf course. Following the tournament, numbers of three holes will

be drawn and the strokes taken on these three holes will be added to the players' established handicap and then deducted from his total score. The player then having the lowest number of strokes will be the first prize winner. The other six prizes will go to players with consecutive low numbers.

Players must arrange for their own foursomes from among members of the Douglas Golf club. Score cards must be turned in signed by each player in the foursome without any alteration.

Softball Log

LIBERATOR LEAGUE

Club	W	L	Pct.
Buyers	14	3	.823
Maintenance	13	4	.765
Power Plant	12	4	.750
Modifiers	9	9	.500
Fabrication	7	10	.412
Tooling	3	14	.176
Machine Shop	2	16	.111

DAUNTLESS LEAGUE

Club	W	L	Pct.
Mod Havocs	15	1	.938
Army Flight	14	2	.875
Engineering	14	8	.600
Army Property	8	8	.500
Sub-Assembly	4	12	.250

GIRLS AIRCRAFT LEAGUE

Club	W	L	Pct.
Havocs	18	0	1.000
Meadow Gold	11	6	.657
Spartanettes	7	10	.412
Sky Pilots	5	11	.313

SWING SHIFT LEAGUE

Club	W	L	Pct.
Sheet Metal	15	2	.882
A-26 Assembly	11	4	.733
Mod Assembly	10	5	.667
Blueprint	10	8	.556

Fem All-Stars Take Game from Okla. City Team

The Tulsa all-star girls nosed out the Oklahoma City softball team 3 to 2 Sunday night at Newblock park where the Tulsa men's team met defeat at the hands of the Douglas Oklahoma City stars.

Pushing over the winning tally in the last half of the seventh frame, Pitcher Marjory Yetman, Planning, took advantage of an overthrow by the Oklahoma City shortfielder and went to second. She scored on a single by First Baseman Mabel Caperton, Die, Fixture and Templest Storage.

The male All-Stars lost 4 to 5 to the strong Oklahoma Cityans who rammed across four runs in the top half of the seventh inning to win, after the two teams had battled nip and tuck.

Electricians Take Merchant's Nine

Maintaining their steady winning stride, the Tulsa Atlas Electric squad captained by Jim Oglesby, Plant Protection, over ran the Bartlesville Merchants Sunday afternoon at Texas League park, with a 14-2 score.

The Electricians got off to a three-run lead in the first and were never headed off.

Sky transport and cargo ships exceed the cubic foot cargo capacity of a 36-foot freight car.



Douglas Photo by Wilmet Dahlem

HANDFUL OF MEMORIES—Jim Smythe, right, Production Supply, Mod Center, shows coworker Bob Russell the handful of navy souvenirs that recall four years of action. Service bars and foreign money are at the left of the Nazi flag which one of Jim's buddies got at Anzio. At right is the Life magazine with Jim's picture, taken as the Yorktown was sent to the bottom. He holds the five-inch piece of shrapnel which injured him so gravely that he was discharged from service.

Smythe Fought with the Navy From South Pacific to Sicily

Pearl Harbor, December 7 . . . sinking of the Yorktown June 5 . . . the battle of Santa Cruz October 25 . . . Savo Bay . . . the invasion of Sicily . . . those are navy memories Jim Smythe, Production Supply at the Mod Center, brings to his

Bus Service Now Available On Third Shift

Two B & B busses are now in service for third shift Douglas employees. Effective July 7, the schedules between the downtown terminal and the plant are as follows:

Route 1

Route 1 bus will leave the terminal at Tenth and Boston at 10:45 p. m. making stops at Fifth and Cheyenne, Third and Frisco, Second and Denver, Denver and Brady, Archer and Boston, Third and Boston, Sixth and Boston, Sixth and Elgin.

Sixth and Owasso, Sixth and Kenosha, Third and Peoria, Third and Utica, Third and Lewis, Admiral and Lewis, Admiral and Delaware, Admiral and College, Admiral and Harvard, Admiral and Pittsburg.

Admiral and Yale, Admiral and Sheridan, Pine and Sheridan, Spartan Factory, Sheridan and Apache, Spartan School, Douglas West Gate, and arriving Douglas East Gate at 11:40 p. m.

Route 2

Route 2 bus leaves the terminal at 11 p. m. and will stop at Fifteenth and Boston, Fifteenth and Denver, Eleventh and Denver, Tenth and Boston, Tenth and Elgin, Tenth and Eleventh with stops at Peoria, Utica, Lewis, Delaware, Harvard, Pittsburg, and Yale; Fifth Place and Yale, King and Yale, Pine and Yale, Pine and Sheridan.

Spartan Factory, Sheridan and Apache, Spartan School, Douglas West Gate, and arriving at Douglas East Gate at 11:40 p. m. This bus will

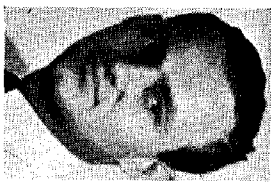
Classified Ads

The Classified Ad section of Airview News is offered free of charge to all Douglas employees. Ads should be submitted in writing to Airview News office not later than Monday at midnight for publication the following Friday.

No ads will be accepted for private business enterprises. They should be no longer than 20 words, not including the advertiser's name and address. Print legibly on the ad your name, department, shift, home address, phone number, if any, and the time or times outside of working hours at which you wish to be contacted. Plant telephone numbers will not be used. All ads are subject to rewriting, editing, and/or rejection by the editor.

Shearer Wins Five Year Pin

Representing five years of service, a diamond set lapel pin was presented last week to L. G. Shearer, assistant personnel manager.



SHEARER

A graduate of the University of Colorado with a mechanical engineering degree, Shearer employed at the Santa Monica plant on June 26, 1939.

He was placed in the Engineering group; then he was put through a year's training program in the shop learning fabrication and assembly.

After gaining that experience, Shearer entered the Industrial Training department and by August of 1941, he had risen to the position of supervisor.

At that time he came to Tulsa but not directly to the plant. He was placed on leave to direct the setting up of the War Production Vocational Training Program in the local public schools to train additional workers for the plant. Shearer came to the plant

FOR SALE

RADIO—Table radio, in good condition, just purchased new condensers and tubes. J. B. Jackson, 9-7690.

1936 FORD—Coupe, new paint, job, five good tires, \$430 cash. W. O. Chambers, route 1, Broken Arrow.

FURNITURE—Metal bed, springs and almost new cotton felt mattress, all \$20. Breakfast set with buffet, \$25. C. F. Ray, 703 1/2 N. Zuni.

MOWER—Rubber-tired lawnmower, excellent condition, 1235 S. Sandusky, phone 9-7004 after 4 p. m.

RADIO—Cabinet Model radio, 11 tube. Lois L. Orment, 1507 N. Elgin.

SUITE—Living room suite with studio couch, matching chair, coffee table and end tables. Reasonable price. G. F. White, 3-8882.

WANTED

RADIO—Want to buy a radio for installation in 1942 Plymouth. E. Winkler, 6-0907 after 5 p. m.

Big Bird Visits, Proud Papas Grin

A regular clothesline, hung with all kinds of baby presents awaited Floyd G. Rice, Jr., Planning, as he arrived at his desk last Friday morning. It was his co-workers' way of saying "congratulations" on the arrival of little Thomas Green Rice, born to Mrs. Rice at St. John's Hospital July 20.

New babies reported this week to the Airview News included:

Lee Earl Schoeffler . . . to Earl L. Schoeffler, Mod Center, and Mrs. Schoeffler, July 8.

Janet Sue Graham . . . to

Smythe Fought with the Navy From South Pacific to Sicily

Pearl Harbor, December 7 . . . sinking of the Yorktown June 5 . . . the battle of Santa Cruz October 25 . . . Savo Bay . . . the invasion of Sicily . . . those are navy memories Jim Smythe, Production Supply at the Mod Center, brings to his war job.

Known as "Battleship X."

Patched up by the wonders of plastic surgery, Jim was discharged from service March 20, and has taken on the job of shop followup man in his department.

Entering the navy in December, 1940, Jim was sent to Pearl Harbor the following November. Stationed at the Navy hospital as a pharmacist's mate, he remembers the Pearl Harbor attack vividly.

"We didn't see so much of the excitement of the battle," he recalls, "but had our hands full afterwards, when the wounded began to arrive. Those were horrible hours." Jim stayed at the hospital until May, when he went aboard the Yorktown.

"We were attacked at Midway June 4, and received orders to abandon ship. Later we returned to get our wounded, and made an attempt to save the ship, when we were attacked again by subs. We abandoned the second time, that time for sure."

Photographs were made as the doomed ship was sinking, and Jim later found himself in the pages of Life magazine with a story of the disaster.

"I returned to Pearl Harbor on a C-47," he continues. After three months at Pearl Harbor, Jim went aboard the South Dakota, which was long

Eleventh with stops at Peoria, Utica, Lewis, Delaware, Harvard, Pittsburgh, and Yale; Fifth Place and Yale, King and Yale, Pine and Yale, Pine and Sheridan.

Spartan Factory, Sheridan and Apache, Spartan School, Douglas West Gate, and arriving at Douglas East Gate at 11:40 p. m. This bus will leave the East Gate for the Modification Center at 11:45 p. m.

For the return trip, Route II bus will leave the Mod Center at 7:10 a. m. for Douglas. Route I and II buses will leave Douglas East Gate for town at 7:20 a. m., making the same stops.

War Moms and Dads Are Busy

The next regular meeting of the Douglas War Dads will be held Sunday, August 6, at 2:30 p. m. at the American Legion Hut.

This weekend the Dads will have charge of the service men's dormitory at Riverview school.

Those who will be on duty are Oscar L. Farnsworth, Purchased Part Stock; Foster L. Gregory, Painting, Mod Center; Guy Dick, Industrial Training; A. D. McDiarmid, Lithograph; E. B. P. Painter, Jigs and Fixture Fabrication and W. K. Carr, A-24 Contract Termination Operations. The Douglas War Moms will serve food at the service men's Victory Center from 12 noon Saturday until 11 p. m. Sunday.

Charles M. McLaughlin, Plating, has been named chairman of the War Dads' membership committee.

visor.

At that time he came to Tulsa but not directly to the plant. He was placed on leave to direct the setting up of the War Production Vocational Training Program in the local public schools to train additional workers for the plant.

Shearer came to the plant in May, 1942, and was supervisor of Industrial Training until November, 1943, when he was appointed to his present position of assistant personnel manager.

A Harvard report, prepared at request of the AAF, says the United States should barter its surplus airplanes after the war for bases, landing rights, strategic minerals and other considerations in friendly foreign countries.

Green Rice, born to Mrs. Rice at St. John's Hospital July 20. New babies reported this week to the Airview News included:

Lee Earl Schoeffler . . . to Earl L. Schoeffler, Mod Center, and Mrs. Schoeffler, July 8.

Janet Sue Graham . . . to John E. Graham, Mod Center, and Mrs. Graham, July 15.

William Nevin Ellis . . . to Nevin N. Ellis, Mod Center, and Mrs. Ellis, July 17.

Phillip Neal Spurlock . . . to L. H. Spurlock, Industrial Training, and Mrs. Spurlock, July 8.

Glenda Kay Lack . . . to T. N. Lack, Final Assembly, and Mrs. Lack, July 8.

Ray Lewis Garrouite . . . to Lewis Q. Garrouite, Armament, and Mrs. Garrouite, June 16.

Join Lunch-time Follies

Come on, folks! Let's uncover those hidden talents and entertain the rest of the Douglas family during lunch periods and on special occasions.

If you have the talent, Welfare will develop it. Just fill in these spaces, clip and send to Toby Young, entertainment leader, Mezzanine 7, Columbe 67. Use the company mail.

Sing Solos	<input type="checkbox"/>	Comedian	<input type="checkbox"/>
Tap Dance	<input type="checkbox"/>	Contortionist	<input type="checkbox"/>
Band, Orchestra	<input type="checkbox"/>	Wrestling	<input type="checkbox"/>
Choral Singing	<input type="checkbox"/>	Boxing	<input type="checkbox"/>
Dramatics	<input type="checkbox"/>	Bait Casting	<input type="checkbox"/>
Chalk Talks	<input type="checkbox"/>	Others	<input type="checkbox"/>

My experience in these activities includes:

Name _____ Clock No. _____ Shift _____

Navy Tells of Dauntless' Part in Pacific War

Enemy Felt Sting of Flyable, Indestructible Dive-Bomber

EDITOR'S NOTE—The Navy Department has just released this tribute to the Dauntless dive-bomber which this week went out of production after the most notable combat record ever set by any American plane. Tulsa employees can share in this tribute for they built many Dauntlesses here in the form of Army A-24s.

The 5,936th and last of a distinguished strain of aircraft—the Douglas Dauntless dive-bomber, known to the Navy as the SBD—rolled off the production line of the Douglas Aircraft company's El Segundo plant on Friday, July 21. The Douglas company is continuing its status as a contractor for naval aircraft. Among its activities is development of advanced types of combat aircraft, in addition to manufacture of transport planes.

The story of the SBD will last as long as men continue to discuss the great battles of the Pacific. On December 7, 1941, when the Japanese pulled their surprise attack on Pearl Harbor, the SBD was in the thick of it.

Flying from the USS Enterprise, which was operating in the area at the time, Dauntlesses mixed it up with attacking enemy fighters, and one of their number shot down what may have been the first Jap plane destroyed by the guns of a U. S. aircraft—a Dauntless rear seat gunner knocked down one of several zeros which had jumped his plane.

From then on, the story of the Dauntless was closely interwoven with the successes of the fleet.

Together with the Grumman Wildcat and the obsolete Devastator torpedo plane, it was assigned the rugged task of delaying and stemming the overwhelming Japanese drive

had had since the war started. In May came the first large fleet engagement, the battle of the Coral Sea, where the SBD gave the Japs a taste of its terrific wallop.

Down went one carrier and away limped several others badly crippled survivors.

A mass of wrecked shipping in Tulagi Harbor testified to the surprise visit paid by Dauntlesses from the old USS Yorktown. And it was there Japanese pilots learned that even their snappy zero fighters were not safe in a dogfight with the SBD.

Several zeros went down in flames under the fire of the rear guns or the "fixed fifties" in the nose.

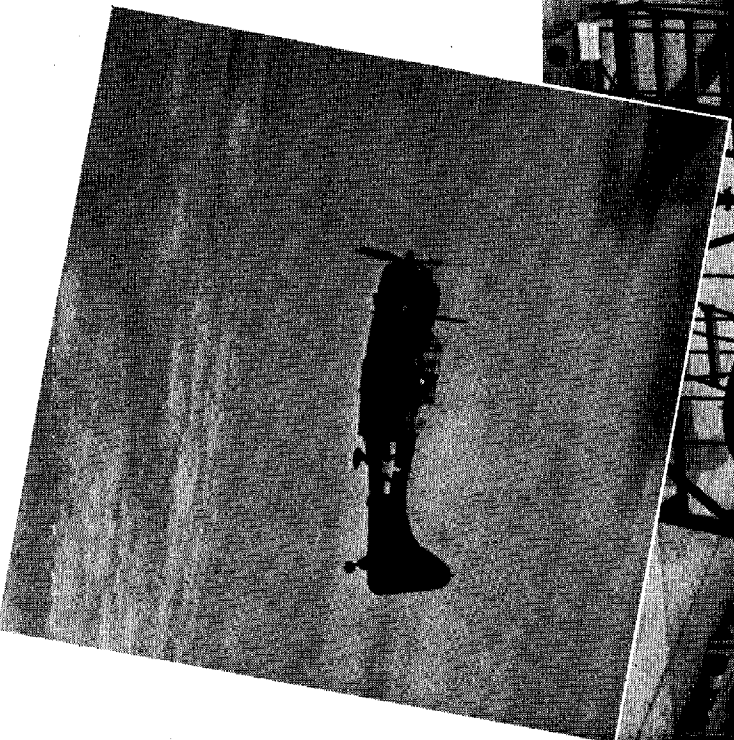
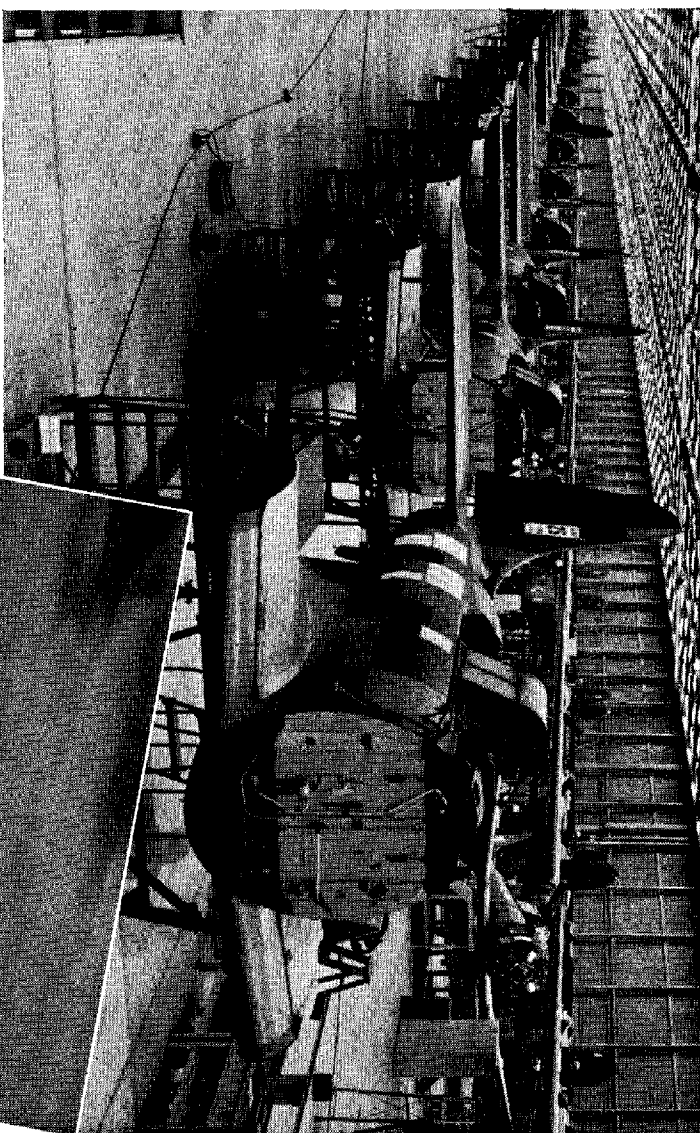
And then Midway. That historic engagement of June, 1942, still the most destructive sea-air fight in history, was the SBD's own great triumph.

At least four enemy carriers sank as a result of the deadly accurate dive bombing staged by Dauntless squadrons off the Enterprise, USS Hornet, and ill-fated Yorktown. The real score at Midway will probably not be known until after the war, but it is certain that never

when it took to the beach and operated as shore based bomber off Henderson Field on Guadalcanal.

With just a handful of Dauntlesses they patrolled the long stretches to the northwest, morning, afternoon and night to spot the "Tokyo Express," the enemy's fast-moving cruiser and destroyer forces which made almost daily visits to the island from their base in Bougainville.

The job of the "Tokyo Express" was to carry Japanese troops to Guadalcanal and unload them off the northern tip of the island at night or else to shell the Henderson Field beachhead at night. One of the most vital operations which stood between them and the successful accomplishment



TULSA DAUNTLESSES—Above a part of the A-24 assembly line photographed before the last Dauntless left the line here. Below, on a trial flight, the small dive-bomber rises and prepares to dart down.

Douglas Photos by R. M. McCormack

knocked down one or several zeros which had jumped his plane.

From then on, the story of the Dauntless was closely interwoven with the successes of the fleet.

Together with the Grumman Wildcat and the obsolete Devastator torpedo plane, it was assigned the rugged task of delaying and stemming the overwhelming Japanese drive until enough new planes and ships could be manufactured to supplement the meager force then available.

The enemy first felt the real sting of the SBD when Admiral William F. Halsey, Jr., U. S. N., took a small task force into the Gilbert and Marshall Islands in February, 1942.

Flying again from the deck of the Enterprise, Dauntlesses suddenly appeared over the Atolls of these islands in the outer ring of the enemy's defenses, dived to a low altitude and dropped their thousand-pound bombs on ships, hangars, airstrips and buildings.

The following month this same force paid a visit to Marcus and Wake Islands to give the Japanese another taken raid and an indication of things to come.

Meanwhile, Douglas Aircraft had hurriedly recommenced production at the El Segundo plant. By March, the first of this new batch of Dauntlesses were coming off the line, and once again the training proceeded.

A squadron was ready to go within a month after it received its full complement of planes, and thereafter the old SBD-3 was rolling out to the war zone—the first replacement bombers the Navy

historic engagement of June, 1942, still the most destructive sea-air fight in history, was the SBD's own great triumph.

At least four enemy carriers sank as a result of the deadly accurate dive bombing staged by Dauntless squadrons off the Enterprise, USS Hornet, and ill-fated Yorktown. The real score at Midway will probably not be known until after the war, but it is certain that never before or since has one type of aircraft raised an equal amount of havoc with capital warships.

When the fleet returned to Pearl Harbor after this battle, the area around the repair hangars gave ample evidence of why the SBD has always been known as "the pilot's friend."

Many Dauntlesses which had fought their way through the violent fighter and anti-aircraft opposition were standing by with gaping wounds in their wings, fuselages and tail surfaces, and wondering pilots who had not been there examined them with disbelief—finding it incredible that an airplane could absorb such punishment and still manage to return to the carrier and land aboard.

The carrier fleet moved to the South Pacific in the summer of 1942, and there the SBD spearheaded the air assault on Guadalcanal in support of the marines landings.

It was a constant boast of SBD squadrons at that time—and still is—that an SBD is out of commission only when it has to have an engine check or damage repaired. The plane knows no such thing as "bugs".

But the SBD's greatest ordeal and greatest triumph came in the fall of 1942,

the island from their base in Bougainville.

The job of the "Tokyo Express" was to carry Japanese troops to Guadalcanal and unload them off the northern tip of the island at night or else to shell the Henderson Field beachhead at night. One of the most vital weapons which stood between them and the successful accomplishment of their mission was the SBD.

In almost unrelenting routine, the SBD's would take off from Henderson Field early in the afternoon, usually in a group of a dozen or less, and bomb the Express on its way in to Guadalcanal.

During the night smaller groups attacked the ships to harass their unloading operations. Just before dawn, the dozen or so planes available would take off and bomb the Japs again on their way home.

During all these operations, the SBD was able to receive only the barest minimum of upkeep. Marine ground crews were not only pitifully few in number—they had to work under the most difficult conditions.

Equipment was scanty, bombing raids during the day-time and shellings from ships during the night were numerous. Either dust or pebbles or mud or rain were present at all times to multiply the obstacles.

Yet the Dauntless kept flying, kept bombing and succeeded in holding the Fort against all the Japs could throw at the small Marine garrison.

By the end of 1942 the worst days were over. More and more planes poured into the Pacific theater, and it no

TULSA DAUNTLESSES—Above a part of the A-24 assembly line photographed before the last Dauntless left the line here. Below, on a trial flight, the small dive-bomber rises and prepares to dart down through the cloud ceiling on a test.

Douglas Photos by R. M. McCormack

longer fell to the Dauntless to carry the bombing load alone. But it wasn't through.

As Admiral Halsey's drive up the Solomons chain got under way, the Dauntless increased numbers helped pave the way. When a pinpoint objective such as a gun emplacement had to be hit, the SBD took the assignment.

It was one of the principal weapons in the arsenal of mighty task force 58.

No pilot who flew the plane ever doubted it would get him home if there was any chance of making it. And, even when the newer, faster planes arrived to help, the SBD maintained the lowest ratio of losses per mission of any plane operating in the theater.

Backing this up are the statistics of the Dauntless performance. From Pearl Harbor until April, 1944, SBDs had flown 1,189,473.9 operational hours.

Twenty-five per cent of all operational hours flown off aircraft carriers were flown by the SBD—and that includes the scores of small carriers which do not carry them. Marine SBDs have flown 26 per cent of all marine operational hours. But it is to their work in

the early days of the war, when together with the Grumman Wildcat and a few Grumman Avengers they fought the great holding battle of the Pacific, that the Dauntless devotees like to point with pride.

During the seven months from the battle of the Coral Sea to the last big Jap strike on Guadalcanal in November, 1942, the SBD did the following damage to the enemy—sank 14 enemy aircraft carriers, 14 enemy cruisers, 6 enemy destroyers, 15 transports or cargo ships and scores of lesser craft.

In addition, the SBDs in collaboration with torpedo planes, surface gun fire and submarines destroyed two more carriers, one patrol ship, and inflicted crippling damage on three carriers, five patrol ships, 11 cruisers and five transports or cargo ships.

In one single engagement during the battle of Guadalcanal, SBDs from Henderson Field scored direct hits with 57 per cent of their bombs.

Only later technological developments which have made possible the production of a faster, longer-range dive bomber induced the Navy to cease production of the SBD.

Slip Stream

So proudly we hail! That's what employees at the Armory now say when they gaze up on the stars and stripes. Through the efforts of Officers T. R. JONES and O. C. QUINN, and FRANK COAT-FORT, Maintenance, the flag is now flying daily from atop the flag pole at the Armory.

It's evident that employees in the Trainee class of J. L. DOUGLAS at the Armory enjoyed their instruction. They presented him with a portfolio when "school" was out.

Not being absent or tardy for work for a year is a pretty good record for employees, but along comes EDITH DAVIS, Inspection, and tops that by not only being present and on time but never forgetting that important little gate-passer, her I. D. card during that entire time . . .

From the Daggett plant comes HUGH "DOC" PICKARD, who formerly worked here. He'll be in Tooling, Mod Center. Added to Mod Center's Sheet Metal department are two new employees, also from Daggett. They are JIMMY GOFORTH and FLOYD CARMACK . . .

* * *

Back at her job Monday was ELSIE LEE BLACKSTOCK, telegraph operator for Plant Office, Mod Center. She's been on a month's sick leave . . .



Douglas Photo by Russell Meathers

ON THEIR OWN TIME—After completing their eight hours' work at the Downtown Personnel offices last Wednesday, this group visited the plant to buy bonds and put their signatures on the last Tulsa-built Liberator. The blonde in the back row is Toddie Fry, in the next row, left to right, are Louise Conner, Joanne Jones, Precious Lemonds and Peggy Duncan. The Plant Protection officer in the background is Gladys Knox. In the third row, left to right, Virginia Mudd, Lillian Jones and Gerry Carlton. Margaret Jane Swarts is signing the plane, as Ann Ellinghausen, at Margaret's left, waits her turn. Others in the group, which helped Downtown Personnel go \$425 beyond its quota, were Clifford Williams, O. F. Shaw, and Mary Athens.

C. O. POWERS, general leadman on Extrusions, first shift, received a flashy sport shirt for his birthday . . . gift of his fellow workers . . .

From out of the skies, wedding bells chimed for VIRGINIA H. LLOYD, Fabrication Supply, who wed Paratrooper Cornelius B. Hardman, Jr., of Ponca City, July 2 at Nogales Avenue Baptist church. Paratrooper Hardman left Saturday for special training at Fort Jackson, South Carolina.

They joined the Navy to see the world . . . and all four will have Ensign's ratings. Two who have already gone to Hollywood, Florida, are BILL SCHIERMAN, Engineering, and BILL PHILLIPS, Engineering, Mod Center. Bill's wife, VERA PHILLIPS is on Sup't. Staff, Mod Center. Their two fellow worker ensigns are OTIS HUNTER and BOB STOUCH. Another engineer, C. E. Brown has been transferred to Long Beach . . .

* * *

Downtown Personnel is happy to see VERONICA "BUCKY" BUCKMASTER back after a sick leave. Returning from vacations are J. C. RUCKER (he stayed in Tulsa), and BETTY CRAWFORD, who saw relatives in California . . .

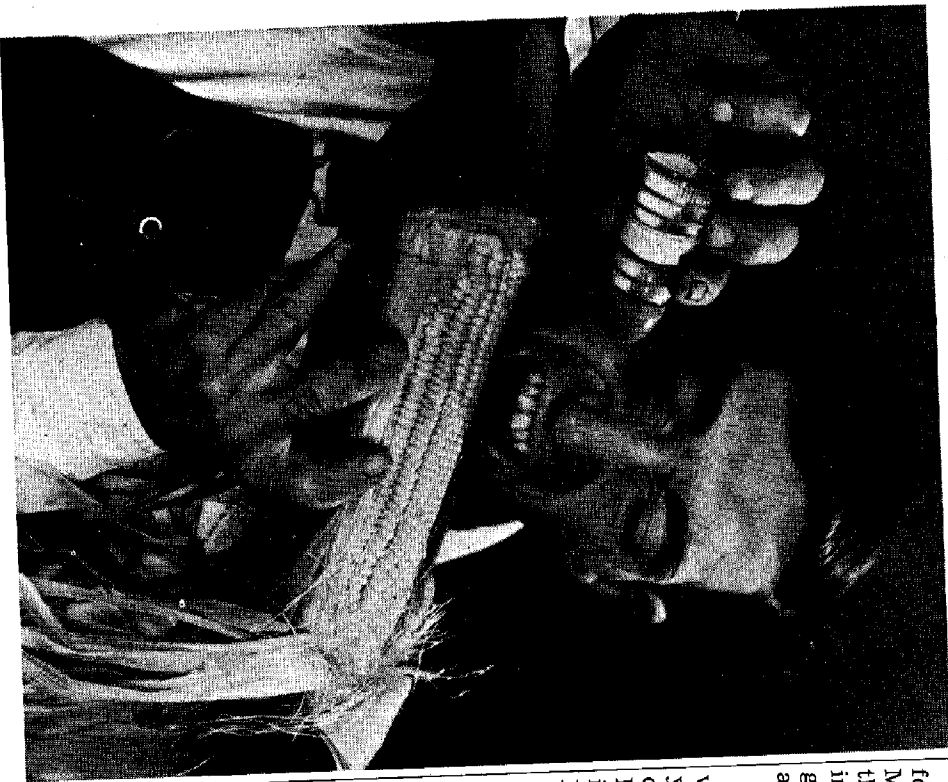
* * *

Handsome in his "whites", "WINK" BURCHAM" formerly of Production Statistics, Mod Center visited old

ter's Sheet Metal department are two new employees, also from Daggett. They are JIMMY GOFORTH and FLOYD CARMACK . . .

Back at her job Monday was ELSIE LEE BLACKSTOCK, telegraph operator for Plant Office, Mod Center. She's been on a month's sick leave . . .

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Douglas Photo by Russell Meathers

LOOKIT THE SIZE OF IT—W. O. Chambers, Development, could feed his family with one ear of the corn he grows . . . from stem to stern it measures 21 inches. The eating part is just over 9 inches long. Chambers is proof that you can do more than one war job at a time . . . he runs a farm, too.

When A. L. BELL, assistant foreman in Final Assembly, Mod Center, left July 19 for the army, his friends chipped in for three grand farewell gifts . . . an I. D. bracelet, a zipper bag and a billfold.

CHLOIE BURRIS, who has worked for Douglas for three years, had to clear out to take care of her young daughter, Barbara Ann . . . Chloe was in Production Supply at the Mod Center.

Four minds with but a single thought . . . when DAISY BOYDSTON, VELDA BAILEY, JEWEL TAYLOR and OPAL SMITH came to work Saturday, they discovered that each one had decided to wear green slacks and white blouse . . . now they're debating on making that the "uniform" of their department, Armament at the Mod Center.

It's a Master Sergeant for DOROTHY POE, Upholstery, who was married July 12 to Sergeant Floyd C. Zula, who is stationed at Fort Bragg, North Carolina.

HARRIET SMITH, Plant Equipment, Mod Center, has a unique vacation back of her. She's been taking care of her sister and new baby. Harriet will be back at her typewriter soon.

Two of the inspectors in Receiving Inspection, MURIEL FINLEY and JEWEL STEPHENS, have been regaling the department with wonderful accounts of the Friday night Swing Shift skating parties. This may account for the big bandages on Muriel's elbows after last week's party.

Visiting the old gang here recently was Pvt. Elmer Allen of the Marine Corps, formerly in charge of Blueprint. Allen had just finished boot camp at San Diego and was home on furlough . . .

GLADYS DUNLAP, Engineering, informs us that her daughter, Mary Dunlap Campbell, formerly employed in Downtown Personnel, has been stricken with appendicitis at her new home in Florida, and would like to hear from some of her former friends at the plant.

Handsome in his "whites", "WINK" BURCHAM" formerly of Production Statistics, Mod Center, visited old departmental pals here. Wink is on leave from the U. S. Navy. He has been gone several months, has a rating of Seaman, Second Class.

New additions to the personnel of Material Control, second shift, are ZETA HENLEY, JEANE SUNDERLAND, BILLIE WINNINGHAM, DORIS PEACOCK, VETA FRAZIER and PATSY JEAN MCINTY. Hya, gang!

Quite a record chalked up by E. H. HALE, Plant Engineering, Mod Center . . . during the two years and ten months he has been with the company in Santa Monica and Tulsa he has been absent only one day and forgot his badge only once. Good deal . . . Production Statistics at the Mod Center, with only seven people in the department, has its 300 per cent on its bond quota . . .

"No news is good news."
That's a saying we hate.
It's better when you
Keep Slipstream up to date.

A. S. Martin, Armory; Marie Gibson, Downtown Personnel; Dovie Martin, D283; Rhoda Truster, D425; Milree Smith, D4-402; Elaine Donart, D4-371; J. L. Johnson, D250; Ann Chilton, D4-301 and Dorris Sullivan, D4-554.