

DOUGLAS AIRVIEW

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TULSA

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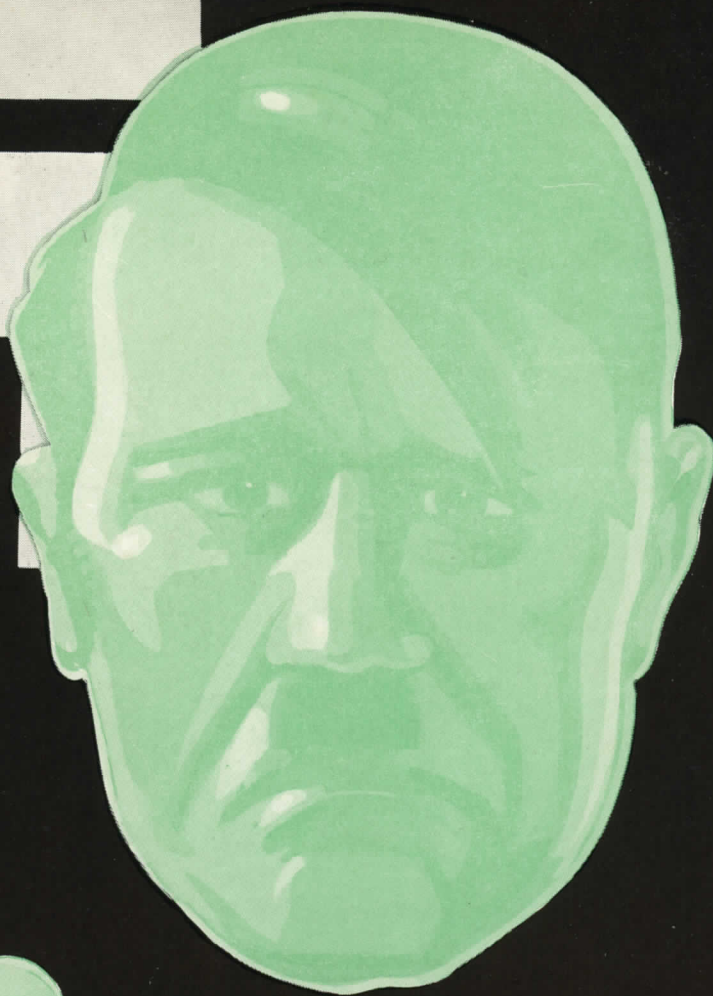
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I NEED YOUR HELP
• • • take a day off

Douglas Airview

This Month

August, 1942

Vol. IX No. 8

Problems and Performance

★ AS THE battle of production on the home front swings into high gear, it is encouraging to report that another Douglas plant has joined our ranks and is contributing its powerful products to freedom's cause.

Through the doors of this and other Douglas plants now are rolling three types of four-engined warplanes, big long-range bombers and great cargo-carriers. Others of our plants are bulwarks in the production of dive-bombers, troop transports, and attack-bombers.

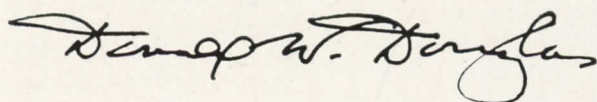
These are airplanes which every day convincingly demonstrate their superiority over anything of their kind our enemies can muster.

Frequent and grateful recognition of the services of Douglas personnel and the accomplishments of their handiwork, from the United States Army, Navy, War Production Board, and from leaders of the United Nations, are the inspiration to still greater achievements.

In days to come, women will carry an increasingly larger share of the job. To them both, men and women employees, there will be presented equal opportunities for service and performance.

Although our tasks are increasing and our problems multiplying, I am confident we can meet the challenge. Whatever sacrifices we may be called upon to make, or whatever comforts and conveniences we are asked to give up, I know our production army will do its full share and more.

Manpower and transportation problems are becoming more complex. But we can and will help solve them by our renewed devotion and unswerving determination. These are the things that count now. Nothing must stand in their way. We of the production front have marked a road and set a goal. Whatever may lie ahead, we shall follow that road to victory.



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★ COVER: Dedicated to victory. "Airplanes we build will carry the fight to the enemy, wherever he may be," declared Donald W. Douglas at Tulsa plant dedication. From a kodachrome photograph by Bob McCormack.



"Airplanes we build will carry the fight to the enemy, wherever he may be. They will fight him, they will destroy him."

Tulsa Plant

Dedicated to Victory

by Howard Maginniss

★ "AIRPLANES we build will carry the fight to the enemy, wherever he may be. They will fight him and they will destroy him."

Donald W. Douglas walked back to his seat on the speakers' stand. On his either side was massed the civic and military leadership of an Oklahoma community.

These and the hundreds in front of the speakers' stand had come to the shadows of a great, new Douglas aircraft plant to participate in its dedication and to reaffirm the allied pledge of destruction to the world's murderers.

They all sat silently for a moment as Donald Douglas took his seat. Deep, studious expressions on their faces testified to solemn determination within.

Their thoughts had been unified by the challenge.

The charge was still ringing in their ears when they arose at the beckon of the master of ceremonies to join in the hymn *God Bless America*. Soon they would go home.

But while they sang, the roaring hum of distant motors beat a new bass note into the melodious hymn. The drone grew louder, singing as it seemed, chorusing the closing words of Donald Douglas.

"... will fight him and destroy him."

A huge bomber thundered into sight down an adjacent airfield. It's hulking form strained for a moment, and then

lifted gracefully until it swooped over the heads of the gathering.

"God Bless America,
My Home, Sweet Home."

It was sweet music to the ears of democracy. A new unit of the allied arsenal was in production, and already its products of vengeance were winging toward the enemy.

Donald Douglas, Mrs. Douglas, their daughter, Barbara, and a group of Douglas company officials had flown to Oklahoma for the occasion. Here was the largest aircraft plant of its type in the world, already in production.

Assembly and Manufacture

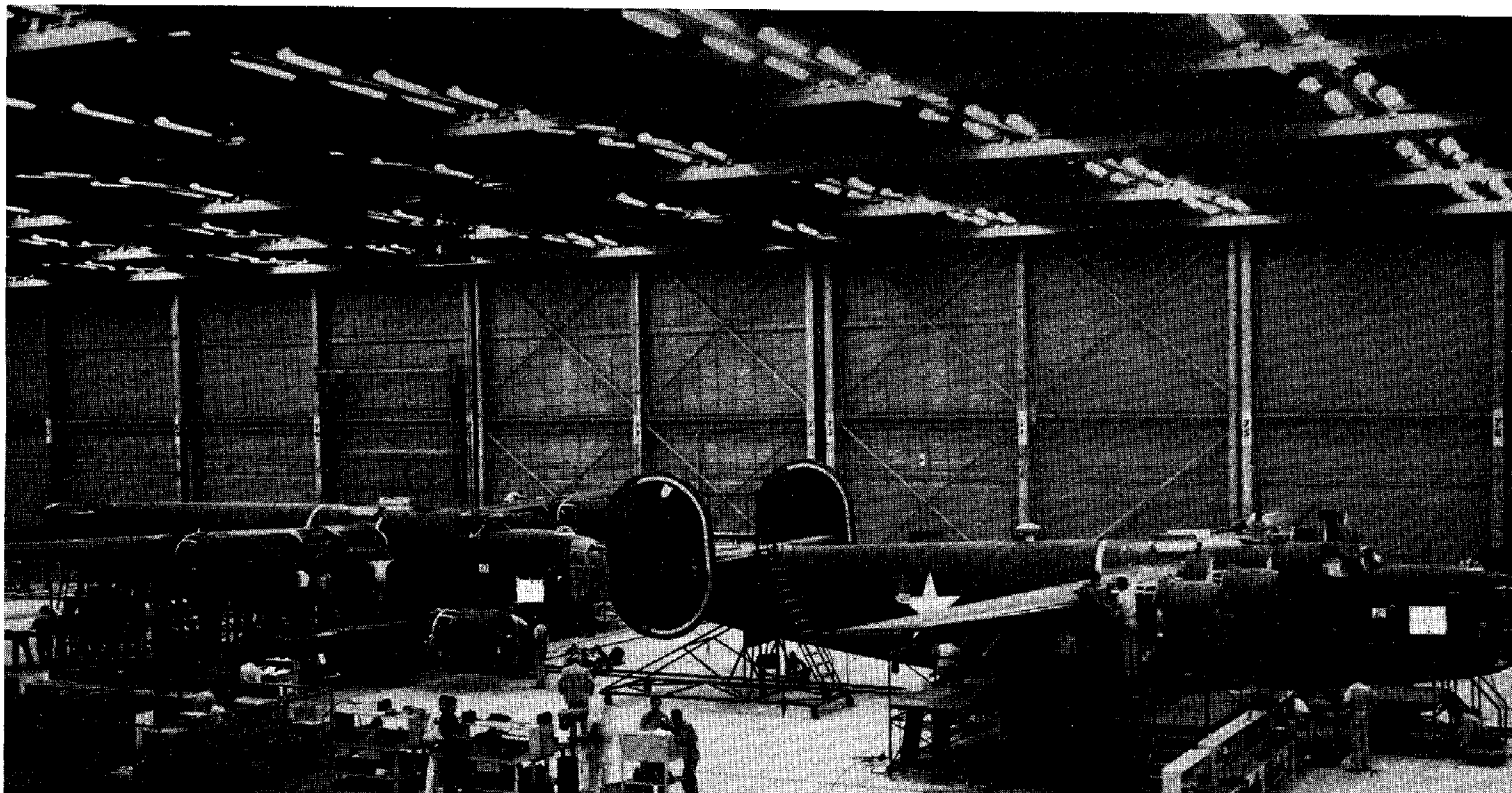
Arrival of the Douglas party coincided with War department disclosure that this plant, originally designed only to assemble four-engine Liberators, had already been pressed into service building Douglas dive bombers and modifying Flying Fortresses.

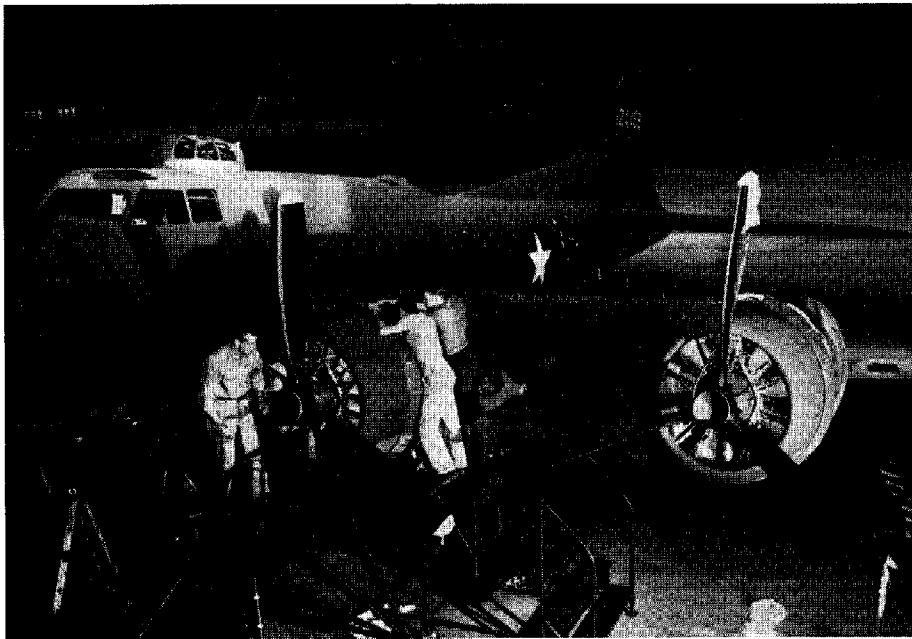
And there were hints that such a great plant could be easily adapted to the manufacture of giant cargo ships.



OFF TO WAR. At the climax of the ceremonies dedicating the new Douglas Tulsa plant to the service of American victory, a new Douglas-built B-24 bomber, took to the air over the heads of the crowd. Although its production number is restricted, Harry Williams, plant manager in announcing the flight told the crowd "Another bomber is just off the line."

PRODUCTION LINE at Tulsa is rapidly swinging into its stride. When it gets going full blast, more Liberators will come from it every month than all four-engined bombers produced in a year before the war. Tulsa will also make dive bombers.





FLYING FORTRESSES, too, are being worked on at Tulsa, being converted for different assignments than originally designed. Nature of the conversion is secret.

In the Douglas party were F. W. Conant, vice president in charge of manufacturing; A. M. Rochlen, director of Industrial and Public Relations; C. C. Pearson, manager of another Douglas plant.

Cargo Planes

The day headlined an impressive roster of speakers; leaders of the military, of the production army, of civic life.

The Chamber of Commerce dining room was packed at luncheon, where Maj. Gen. Harold L. George declared that those nations with the best logistics system—transportation and supply—always come out on top in any war.

And as though to dispel any doubt created by his statement, General George added that the United States is developing the best program of transportation and supply of any country in the world.

"By the end of this war our far-flung services will have a total mileage 10 times as great as all the world's civil air lines before the war started," he said.

The stocky, wiry-looking chief of the Air Transport Command took the rostrum and amused the gathering with an account of how he had been in Fort Worth just a few hours later and discovered that he was scheduled to talk at the dedication luncheon and not, as he had thought, at the dinner that evening. He immediately ordered his

transport readied, but it was being serviced so he commandeered a bomber and flew to Tulsa in record time.

"The air transport command," General George continued as he reached the serious portion of his address, "is now carrying men, munitions and mail to every continent and every nation in the world except our enemies."

The Army flier explained that the Air Transport Command got its start when President Roosevelt ordered lend-lease planes flown across the ocean.

"We then faced the problem," said the general, "of picking up ferry pilots and bringing them back. Next someone would give us a letter to a friend

in England or in Cairo or in some other place and ask us to deliver it.

"First thing we realized we were conducting a regular air service over the world."

Preceding General George on the program were Congressman Wesley E. Disney and Senator Josh Lee.

Airplanes—of the type built at this new plant—have revolutionized modern warfare, Disney averred, adding:

"But we cannot justify a second front and the establishment of bases on continental Europe without guarantee that a cloud of these airplanes as thick as a swarm of bees on a summer day will accompany our warriors."

Senator Lee painted a dark picture of the submarine menace, declaring that Germany is sinking two tons of shipping for every one that American ship yards turn out.

"We can either build cargo-carrying submarines to dive under the enemy, or we can build cargo-carrying planes to fly over them," he asserted.

The senator said "it doesn't make sense" to build an air force geared to a speed of 300 miles per hour, and then try to supply it with cargo ships that travel 10 miles an hour.

All Three

A dripping sky hung low over the impressive new aircraft plant a few hours after the luncheon meeting as the crowds gathered for the dedication exercises. All day it had rained, threatening cancellation of the open air program.

But as if by prearrangement, 30



INSPECTING the new factory. Plant is so big scooters are needed to get around. Shown are John Lee, manager of Aircraft War Production Council; A. M. Rochlen, director of industrial and public relations, Donald W. Douglas and Harry Williams.

minutes before the start of the program the ceiling lifted, and the air remained dry for the next two hours. Thirty minutes after the ceremony it was raining again.

The unheralded arrival of a C-54, Douglas cargo ship, at the start of the ceremonies gave a new significance to the program. The big ship dropped onto the airfield and taxied toward the hangar where it was berthed alongside a Flying Fortress and a Liberator.

Here, side by side, were all the four-engine types of ships in production for the Army today. And Douglas builds all three!

Elmo Thompson, an oil company vice president, served as master of ceremonies. The honor was accorded him because he headed a local committee two years ago that fought through Washington administrative machinery to win the vast plant for his community.

A color guard of Douglas military police hoisted a large American flag, purchased by the new plant's employes, to start the ceremonies. Beneath the flag was an impressive "Minute Man" flag, awarded employes of the plant by the U. S. Treasury Department for 90 per cent employe participation in war bond purchases.

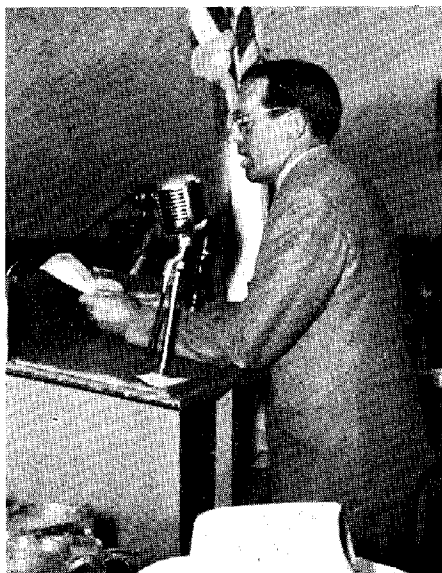
Thompson introduced fellow members of his committee, paid tribute to public officials, civic leaders who had a hand in obtaining the project. He lauded the men who built the plant and supervised its construction. Governor Phillips welcomed the Douglas family to Oklahoma.

Fulfillment of Dream

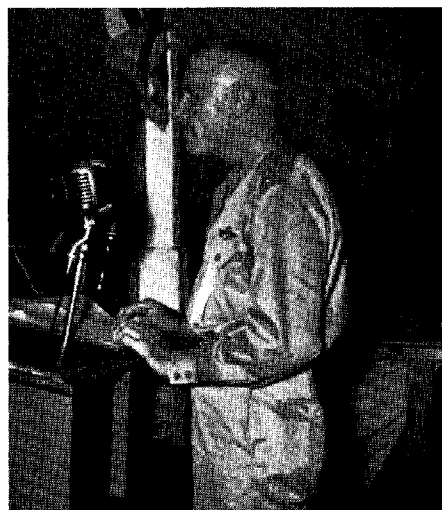
Maj. Gen. Jacob E. Fickel, commanding general, third district, Army Air Forces Technical Training Command, spoke next. He reminded his audience that air power consists of four essential and interdependent elements—men, airplanes, bases and a strong aircraft industry.

"Today we see the fulfillment of a dream—the completion of the great factory to build the airplanes . . ." he said.

"But completion of this factory is not the end. It is only the beginning of a great effort. Men and women must be engaged and trained to do their part in constructing airplanes. Raw materials must be brought from great distances. Factories in all parts of the United States must hum night and day to provide parts and accessories. Railroads, truck lines, and airlines must



THE SKY is the road to victory, said Donald Douglas, reaffirming company's pledge of all-out production.



STRENGTH in the air means, bases, men, airplanes and a strong aircraft industry, said Maj. Gen. J. E. Fickel.



MASTER of ceremonies was R. Elmo Thompson, oilman who had encouraged location of plant in Tulsa area.



TRIO from Fire department, Harper, Payne and Bell, sang Douglas company's own song, "Out of the Sky."



MANAGER of Tulsa plant, Harry Williams received 20-year service pin from Mr. Douglas at the ceremonies.



MAYOR C. H. Veale of Tulsa officially welcomed the Douglas company and its personnel to their new home.

rush these materials and parts and accessories to this plant. Management must keep all of these varying elements in step with each other. Funds must be secured to pay for the labor and the parts and the materials. All of us here today must help provide these funds by the purchase of bonds and the payment of taxes.

"There must be no slowing down of these production lines. There must be no careless rivet sunk, no faulty cable spliced, no shaky part. The men who fly them deserve our best. Let every airplane that leaves this factory be perfect, so that the pilots, the navigator, the gunners, and the bombardiers,

wherever they are—in Europe, Asia, or the South Seas—will know that back here we are marching with them, shoulder-to-shoulder to victory for our nation, so that our children and our children's children may dwell forever in liberty."

As General Fickel closed, a few in the audience saw Major Pendleton Edgar, Army Air Forces representative at the plant, quietly leave his seat on the speakers' stand and walk to the hangar.

While the general was speaking, Major Edgar had received word that another B-24 had been completed, and was ready for acceptance flight. Production must go on!



CHIEF PILOT

★ WHEN Tulsa dedication ceremonies were climaxed August 15 with the flight of a Tulsa-built B-24, it was John Carroll, chief test pilot in charge of flight operations, who flew the ship. Major Pendleton Edgar, Army Air Forces resident representative, was co-pilot.

At the close of Mr. Douglas' address, while Ted Scott, Dept. 270, sang *God Bless America*, the mighty B-24 ascended gracefully over the heads of the crowd, making every heart surge with patriotic pride. Winging lightly over the plant, it was the answer to many months of united effort of a nation at war.

Upon landing, John Carroll beamed, "It's another beauty—flies like a charm," testifying in support of the Class A quality workmanship certificate awarded the Tulsa plant, by Major Edgar the day of the dedication.

John got his training back in the days when courses were paid for in advance, "cash-on-the-barrel-head." John laughs as he compares facilities of those days with the modern airfields and training schools of today. Reflecting, he suggests that even in the face of the present war, aviation will leap into unpredicted fields of service, bringing the entire world into closer communication.

Carroll, a native Tulsan, was hired and sent to Santa Monica a year ago for instruction in Douglas methods of testing planes. He returned later to the Tulsa project as test pilot. Later he was promoted to chief test pilot, in charge of Tulsa flight operations.

H. O. Williams, manager of the plant, introduced Donald Douglas, his boss for the past 20 years. Mr. Douglas then rewarded Williams with a lapel pin denoting his tenure of service with the company.

Report to the Nation

Turning then to the audience, Donald Douglas spoke:

"This is not the usual sort of dedication. We didn't come here for lengthy ceremonies and fanfare. There is no time for that in this critical hour. We are here to make a report to the nation.

"Not so long ago, the first shovel of earth was turned in what then was a wide and empty prairie. Since that day epic chapters have been written into history. Events in swift succession have menaced not only the ideals of other democratic countries, but threatened our own homes and our own way of life.

"During those months we of Douglas and of Oklahoma have not been standing idly by, resigned to whatever treacheries and brutalities might be in store for us. Our answer to the murder masters will thunder around the world, for it will be an answer spoken by roaring engines and shattering bombs.

"Before us stands an airplane factory. This is no ordinary plant. This is one of the largest single-unit aircraft plants in the world. Impartial observers call it one of the most modern and best equipped ever built, anywhere. Four-fifths of a mile of continuous production lines, it stretches proud and erect.

Modern Miracle

"Look at it! An unbroken vista of steel and concrete reaching almost as far as the eye can see. This is the modern miracle. Inside these great walls is the living, throbbing story of American magic—the things only American imagination and ingenuity and organization could conceive and build. Vast production lines, giant moving cranes, powerful pounding presses, row upon row of machinery are in there to tell that story in terms of production, the only terms that count today.

"But all these in themselves do not make airplane factories or produce airplanes. Behind every blueprint is an engineer or draftsman, behind every machine a trained and skilled worker.

"Building airplanes is a job of organization and coordination, of forging

many small things into a strong and perfect whole. The partnership we have formed is doing just that.

"From literally the four corners of America, we were chosen to do a job for our country and our cause. We were asked to weld into one great implement of victory certain of our nation's technical and human treasures.

"For our partnership there was but one task and one goal—to build democracy's aerial weapons. *And build them fast enough to blow hell out of the Brownshirts, the Blackshirts and the Little Yellow Bellies!*

"All Americans, whether they live in California or Maine or Oklahoma, are united and determined to accomplish their task and achieve their goal. There are no artificial boundaries or geographical barriers in aerial warfare, nor will there be any to the patriotic Americans who will see it through to the final triumph.

"I am not up here today as the president of the organization that bears my name. I speak to you as a fellow American just like all of you, and like you, with a job to do and a goal to reach. I consider myself one of you. So do all men and women of Douglas who have come here from our other plants to live and work with you.

"With the same sense of close cooperation and the same feeling of warm hospitality, that you have shown us, we welcome you to the Douglas family.

Oklahoma Spirit

"The people of Oklahoma have a spirit that needs no embellishment. That spirit turned prairie lands into great modern cities. It rode with Major Charles Kegelman, Jr., of El Reno, in the cockpit of a Douglas attack-bomber on July 4th. That first air attack by the United States Army Air Forces on western Europe by a son of Oklahoma was typical of this state and of this nation.

"That same spirit showed itself again right at home in Tulsa when the people of this city conducted their recent War Bond drive, and bought enough to build seven long-range, four-engine bombers.

"In our great partnership here, Oklahoma's sons and daughters have done well. The enthusiasm and the ability with which you joined in this tremendous job, and the resolution with which you helped surmount every obstacle, are a credit to Oklahoma and to our country.

"The Douglas report to the nation and its leader is brief but historic. We say this: 'Our production lines are rolling. Our airplanes are ranging far and wide across the sky. Mr. President, *we're on the job!*'"

"For military reasons, I am not able to disclose the type, size or number of airplanes that we are producing here or at the other Douglas plants. But I can tell you, here and now, and I know you will be glad to learn, that large cargo planes and giant transports are underway. These great airplanes will give the United States Army a mobility it has never before known. Before long, we will darken the skies with combat transports, making no battlefield too distant and no aggressor secure, no matter how far from our shores.

Long Range Task

"What has been achieved here, and what is being done elsewhere in aircraft factories throughout the nation, is no flash-in-the-pan. It is a long-range task that has to be done from the ground up. We here at Tulsa have built a solid foundation for our part of this task.

"There is every reason to be encouraged and inspired by all that we have accomplished. But we must go on with still greater energy and redoubled effort, for much remains to be done. There is a long road and a hard job ahead. Before we have reached the final goal, there will be sacrifices and pain and hardship.

"You and I know that modern warfare must be fought with airplanes, completely finished, well-built, and adequately equipped. This is total war, and only total output will win it.

"By all those standards Tulsa will be second to none, for we can and will set records that never have been equalled. What we do here will resound from Tulsa to Tobruk.

"The sky is the road to victory. With your help we have embarked on that road. With you help we will follow it, over the frozen Arctic to the sands of Africa and the jungles of Burma. Airplanes we build will carry the fight to the enemy, wherever he may be. They will fight him and they will destroy him."

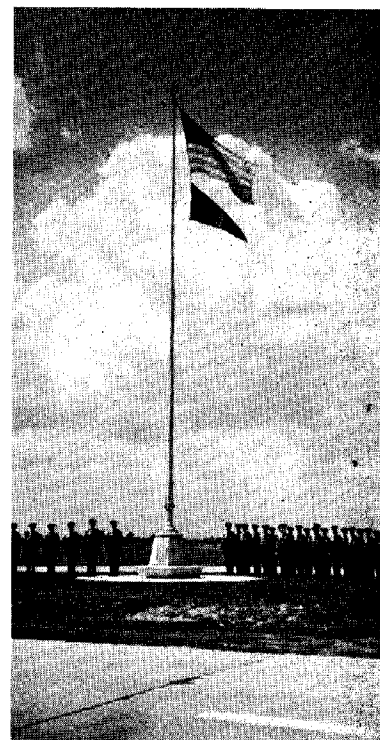
Fight Him, Destroy Him

There were others on the program. A trio of Douglas firemen sang "Out of the Sky," the official workers' song. An Army band from Camp Chaffee,

Arkansas played a stirring concert ahead of the program.

All that happened on August 15, just a few weeks ago. But even today, the breezes still mutter the challenges laid down then. And the vast production army, as it moves to and from the busy confines of the great plant, seems to chant:

" . . . will fight him and destroy him."



HONOR FLAG

★ THE flag raising ceremony was the initial feature of the Douglas-Tulsa dedication program August 15. Military police color guard in full uniform officiated in raising the American flag, purchased by employees, and the Minute Man flag, awarded the Tulsa plant for 90 per cent participation in the purchase of War Bonds through the payroll savings plan. The Minute Man flag was the first to be presented any of the Douglas plants. As the crowd stood at attention, the Camp Chaffee military band played the *Star Spangled Banner* and the two flags were run up the flag pole consecrating one of the newest and most modern aircraft plants in the world. Old Glory symbolized a new glory of Democracy as she waved in the gentle breeze.

The Tulsa Lines are Busy!



1. Maj. Pendleton Edgar, Army Air Forces resident representative.
2. Harry Williams, plant manager.
3. W. G. Jerrems, assistant manager.
4. Harry Ives, factory superintendent.
5. David Dunlap, engineering manager.
6. Frank Carson, personnel manager.
7. K. G. Farrar, manufacturing engineer.

8. R. C. Berghell, comptroller.
9. Wendell Barnes, attorney.
10. Burt Monesmith, materiel coordinator.
11. Robert Hurt, plant engineer.
12. R. W. Stevens, chief inspector.
13. Capt. Charles Sturtevant, plant protection chief.



Aluminum sells for 15 cents a pound, but in war it's worth its weight in gold.

Aluminum—

From Rattle to Battle

by Robert Neville

★ If Napoleon III, in the early days of his reign, had a Douglas A-20 attack bomber built for his army, it would have cost him some five and a half million dollars for aluminum alone.

It was this ill-fated French emperor who first saw military possibilities in the then newly discovered light metal. Though we can doubt he suspected that within less than a hundred years it would decide the outcome of a global conflict and the sociological future of the human race.

For that is what this amazing white

metal is doing today. It is the most important single material in the world's armies and navies in whose hands rests the fate of mankind for generations to come.

The use that Louis Napoleon envisaged for aluminum was in making light armor for his troops. Which, knowing what we do of the metal today, was about the only use to which it could not be put.

Today it goes into battleships and mess kits, field radios and aerial cameras—and, most of all, into 90 per cent of the structural weight of fighting

airplanes. It is the most remarkable and most useful metal in the age in which we live. It can be fabricated in nearly every way known. It can be rolled into sheets, it can be machined, cast, drawn, extruded or die cast. And, for its weight, in alloy it is one of the strongest metals we have.

It was to the general benefit of mankind, however, that the French emperor nursed his illusion about armor and, in consequence, put his best physicist to the task of trying to find a cheap method of producing it in quantity. This was the first step, and a great one in the experiments which created the industry which in the United States next year will produce more than 2,000,000,000 pounds of aluminum. The price will be 15 cents a pound. It cost Napoleon \$545 a pound.

Although aluminum had been known since 1825 when a Danish chemist extracted an impure specimen from common clay, at the time that Henri Sainte-Claire Deville started to work in his laboratory under Napoleon's orders, it was being produced only in pin head quantities and with considerable difficulty.

Dearer than Gold

The rareness of the metal pushed its price up to twice that of gold or platinum; and the ladies of Eugenia's court eagerly vied for the available output for purposes of personal adornment. What 50 years later, was to shine from kitchen shelves, glistened at that moment from the throats and hands of the most aristocratic of ladies.

The Prince Imperial cut his royal teeth on an aluminum rattle; and it is open to speculation whether it might not have been that trinket that started his father to thinking about its possible usefulness in the war that he intended one day to wage against Prussia.

By 1859, Deville was able to produce 4000 pounds of the metal annually at a cost of \$17 a pound. But apparently Napoleon had by that time discovered that aluminum jackets weren't bullet or sabre proof. At any rate, none was made; but aluminum plate took precedence over gold or Sevres porcelain at the imperial table, and the vogue for aluminum jewelry increased.

When, in 1863, the United States Congress ordered a medal struck for General Grant, aluminum was chosen as the only metal that could properly honor that hero.

Gradually, however, the growing supply of the metal caused it to lose

popularity for purposes of personal adornment and for a period it was used for architectural decoration. Among other things the tip of the newly constructed Washington monument was made of an aluminum casting weighing 100 ounces.

It was in 1885 that a 22-year-old American, employing the groundwork laid by Deville, discovered a cheap method of producing aluminum. This young scientist, Charles M. Hall, had received his inspiration when Professor Jewett of Oberlin College showed his chemistry class a bit of aluminum and stated, "Anybody who can invent a process for making this on a commercial scale will not only be a benefactor to the world, but will make a great fortune for himself."

Discovery

Hall started his experiments in a woodshed on a furnace made out of an old cookstove; and nine months after graduating from college he succeeded in making bits of the sought-for metal by passing an electric current through a "bath" containing melted aluminum ore.

The fortune promised by Professor Jewett was slower of realization than was the invention. Alfred E. Hunt, who has been described as "the first educated metallurgist" in America, and six of his friends raised \$20,000 to back Hall.

BAUXITE, ore which produces aluminum, is plentiful, is mined in open

In a corrugated shed with a dirt floor, Hall worked 12 hour shifts with Arthur Vining Davis, now president of the Aluminum Company of America. The product of their combined efforts was 10 pounds a day, and there was no assured market for the metal, even though the price dropped to two dollars a pound.

After two losing years, the company was rescued by the decision of the Scoville Manufacturing company to make novelties of aluminum. The plant was enlarged and though the metal dropped to a dollar a pound, handsome profits were realized.

Then came the fad for celluloid, brass and burnt leather, and the only thing that saved the aluminum business was the discovery that aluminum powder would "quiet" molten steel. This, and fads, such as aluminum huts for Klondike prospectors and aluminum boats used by Walter Wellman in Polar exploration, kept the industry on its feet until there came a demand from manufacturers of electric wires and apparatus in 1899.

In addition to this profit-making demand, Alcoa started the manufacture of pots and pans when kitchenware makers refused to use aluminum. This started a flow of young men throughout the country "working their way through college," and a flood of dollars going back into the Alcoa coffers.

From 1888 until 1938, Alcoa led

pits in America. After mining it is washed and screened to remove some

the world in aluminum production, though since 1909, when Hall's patents expired, the field has been free to anybody and a number of competing firms have sprung up.

Hall died in 1914, a wealthy man, but probably not suspecting to what vast dimensions the industry for which he was responsible would grow.

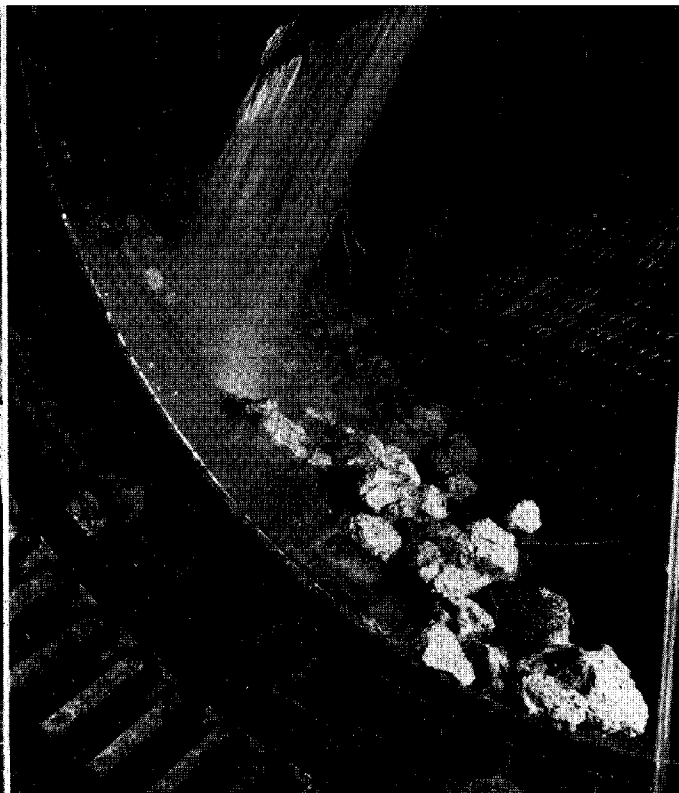
In fact until the invention of dural—aluminum alloyed with copper and manganese—by Wilm in 1909, nobody could have foreseen the use of aluminum in airplanes. And nobody apparently did foresee it until Dornier resigned from the Zeppelin Company in 1916 to build an all-dural cabin monoplane, a fact that so disgruntled Count Zeppelin that he employed Einstein to help him build a never-to-be-completed rival.

Douglas Use

Douglas first used the metal exclusively in the YO-31A, gull-winged observation plane in 1929; but the real boom in the aluminum industry followed the building of the DC-1, which took commercial air transportation out of the experimental field and established it as a definite factor in world transportation.

In 1938, Alcoa, though surpassed in production by Germany, foresaw our approaching vital need for increased quantities of the metal and started a building program to triple its output. While Congress ordered fewer than a

impurities. After washing it is mixed with caustic soda to produce sodium



thousand planes, requiring less than 10,000,000 pounds of aluminum, that year, Alcoa's program called for an increase to more than 500,000,000 pounds annually, or more than 50 times as much as the government then considered necessary.

It was this foresight and that of other new aluminum producers that will permit the production this year and next of the aluminum needed for the manufacture of 185,000 war planes and provide for other military requirements as well.

Complicated Process

Production capacity is the only limiting factor in the manufacture of aluminum. Bauxite, the ore in which it hides, is found in almost unlimited quantities in Arkansas, while cryolite, used in its extraction, is manufactured synthetically.

The actual process of manufacture is long and complicated due to the difficulty of cleaning the ore in preparation for electrical treatment.

When bauxite comes from the mines, it is crushed, washed and screened to remove the clay and other impurities. The washed and crushed ore is next dried in large kilns, and shipped to a purification plant where it is ground into powder. Still containing many impurities, this powder is mixed into a hot caustic soda solution. The soda dissolves the aluminum out of the

bauxite into itself and forms a sodium aluminate solution. The impurities are unaffected by the soda, remain in solid form, and are then removed from the solution in large filter presses. The hot caustic soda solution, containing dissolved aluminum, is next pumped into great tanks called precipitating tanks that are as tall as five or six-story buildings. As it slowly cools in these tanks, pure aluminum hydroxide settles out in fine crystals. This material is washed, and then heated white hot to drive off the chemically combined water of the aluminum hydroxide. Pure aluminum oxide, or alumina, is left and this is the material from which we get metallic aluminum.

The next and final step in aluminum production, is the one discovered by Charles Martin Hall in 1886. In order to complete the change from alumina, a powder, to aluminum, the metal, vast amounts of electricity are needed, since this is the basis for the Hall process.

The furnaces, or electrolytic cells, in which aluminum is produced, are rectangular in shape and consist of steel shells lined with carbon. Electrodes of pure carbon project downward into the pot to form the anodes, while the carbon lining of the cells serves as the cathode.

In the electrolytic process, the cryolite is melted in the cell, alumina is added, and an electric current of from 8000 to 30,000 amperes is passed

through the solution. The alumina is separated into aluminum and oxygen, the former being deposited on the bottom of the cell, and the latter being freed as carbon dioxide after joining with the carbon of the anodes. The molten aluminum is tapped, while the cryolite bath remains unaffected through the decomposition, and can be used over and over again.

In order to remove any impurities in the pig metal, it is remelted and cast into ingot forms, varying in size and shape depending upon the uses for which they are intended. It is in this ingot form that most aluminum is sold. From the reduction plants it is shipped to fabricating mills to be rolled, extruded, forged and cast into the common commercial forms.

Fabrication

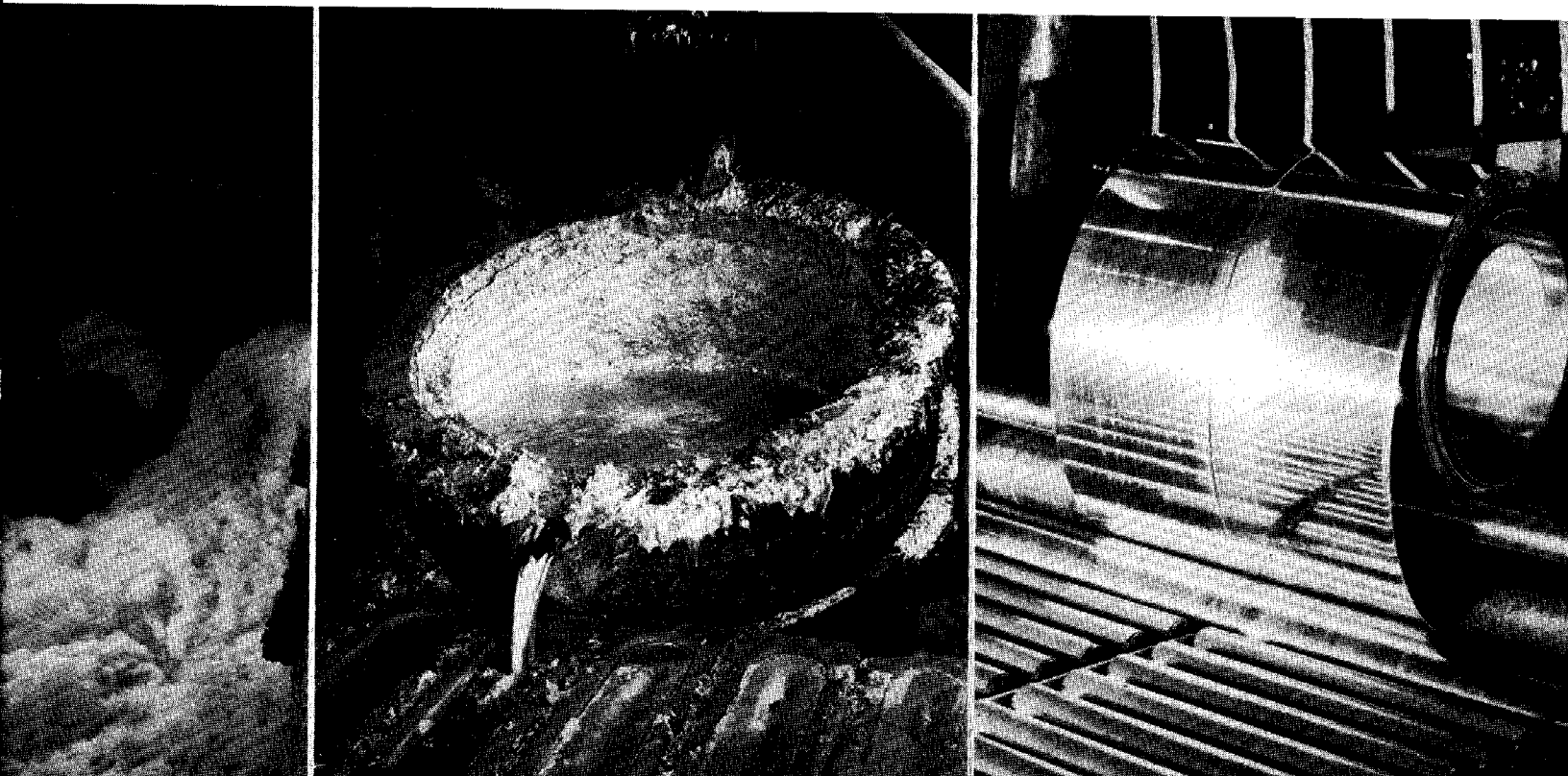
All of these metal working processes result in the production of basic aluminum commodities such as sheet, plate and foil; bar, rod and wire; structural shapes, both extruded and rolled; tubing and molding; screw-machine products; rivets and nails; sand, die and permanent-mold castings; and all of the commodities being produced by these processes today are of a military nature, going to help the United Nations defeat the Axis and maintain our free way of living.

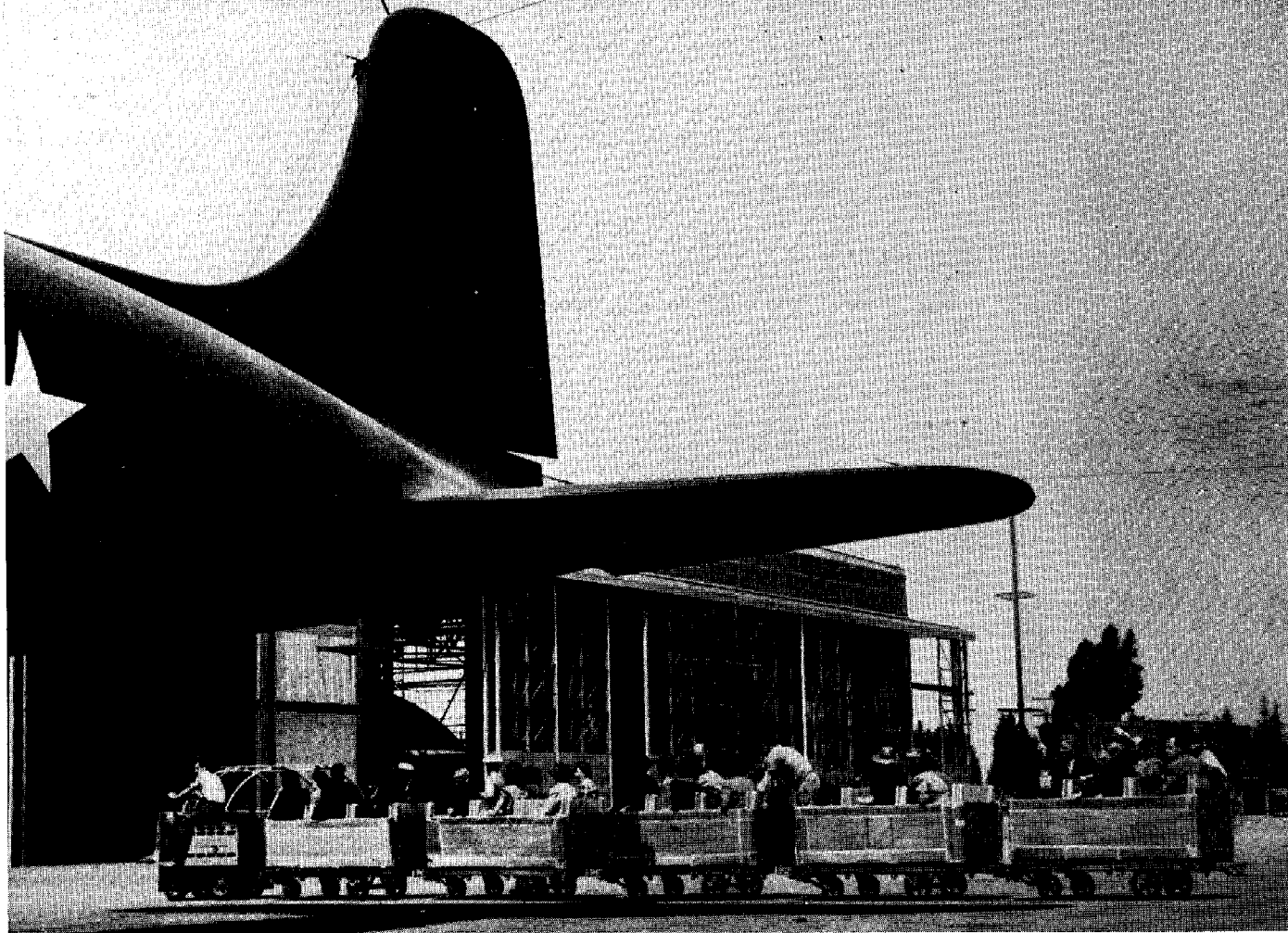
A century late, Louis Napoleon's dream is coming true.

aluminate, below. Heated, this produces alumina from which aluminum

is made by electrolysis. First it comes in the form of pigs, below, later is

rolled into sheets or formed in other ways. Planes are 90 per cent aluminum.





Sight-seeing by train. Women newspaper reporters from all over the country look over Santa Monica plant.

TRAIN took reporters from one end of plant to the other. Below, it stops in the A-20C final assembly hangar.

Reporters

Newspaper Women, on Nationwide Tour of War Industry, Learn About Women in Aircraft at Douglas Parent Plant

★ FIFTEEN of the nation's top women newspaper reporters learned at first hand this month what Douglas Aircraft company is contributing to the U. S. war effort.

Representing outstanding daily papers from Portland, Oregon, to New York city, they dropped in at the company's parent plant on the first lap of a tour that took them through war factories in every section of the country.

Although they asked pertinent questions on every phase of wartime manufacture, their primary interest was women in war work, their aptitudes, efficiencies and the limitations, if any.

Sponsored by the National Association of Manufacturers, the newshawks were accompanied by N.A.M. officials, William V. Lawson and Merrill E. Compton, plus Army and Navy censors, Lieut. Col. N. R. Cooper, Army Air Forces; Maj. Gordon V. Carruth and Lt. Fred J. Driver, Services of Supply; Lt. Harold V. Say, U. S. Navy.

The tour of the factory and a brief visit to the field were climaxed by a group interview in the office of Donald Douglas where the reporters bombarded company spokesmen with questions.

The women included Lucy Greenbaum, *New York Times*; Janet Owen, *New York Herald Tribune*; Amy Porter, *Associated Press*; Betty Reed Pryor, *United Press*; Mary Blakeley, *Philadelphia Bulletin*; Nell Giles, *Boston Globe*; Virginia Irwin, *St. Louis Post-Dispatch*; Carolyn Anspacher, *San Francisco Chronicle*; Sara Boynoff, *Los Angeles Daily News*; Marcia Winn, *Chicago Tribune*; Bess Stephenson, *Fort Worth Star-Telegram*; Mary Nas, *Buffalo Evening News*; Mary Hornaday, *Christian Science Monitor*; Ruth Finney, *Scripps-Howard*; and Elinor Pillsbury, *Oregon Journal*. Nadine Mason, *Los Angeles Times*, and Margery Driscoll, *Los Angeles Examiner*, not on the national tour, joined the others during the Douglas visit.





BREAKFAST for newspaper women was held at Del Mar club where reporters had opportunity to interview company executives and women workers in the Douglas plants. Stories the women wrote were printed in hundreds of papers in America.



MASS INTERVIEW by reporters was held in Donald Douglas' office. Subject of questioning (back to camera) is A. M. Rochlen, director of industrial and public relations. Reporters were keenly interested in cargo airplane production.

LEADERS of tour were Lt. Harold B. Say, Lt. Col. N. R. Cooper, William V. Lawson of N.A.M. Left, A. M. Rochlen.



LOCAL GIRL on nationwide trek was Sara Boynoff of Los Angeles Daily News. Trip lasted two weeks.



REPORTER Bess Stephenson of Fort Worth Star-Telegram, questions Gene Pierce, Shirley Eyer, Virginia Osborne.

UNITED PRESS' Betty Pryor interviews Mrs. Emily Cook, personnel counselor for women at Santa Monica.





Glamour Girls

1942

Women War Workers Now Wear Pants, But They Haven't Stopped Making Themselves Attractive

by Zelda Gottlieb

Illustration by Barbara Peddicord
and Elvira Ross

★ WOMEN'S ingenuity has never been so widely challenged as now. She must doff her appeal to chivalry and don the garb of equality in "a man's world," meanwhile retaining her inalienable right to be charming and feminine.

And, in no other manner can a woman express so well her inherent cleverness than in her present role of industrial worker.

When the call for women in war plants came, women of all ages stepped up eagerly and with promptness.

Fresh from business colleges, universities, high schools, offices and dress shops where originality in dress has always paid top dividends and where hair-do competition is controlled mostly by current styles introduced by movie glamour girls, Douglassaires found themselves in a new world, faced with new problems. Housewives with sons and husbands in the service joined the army of aircraft workers, sacrificing leisure and forswearing sorrow to assist in the great work. Off came the neat housedresses, and on came the coverall, the slack suit, the denims.

All women in war work today can become Miss Americas of a new era and if they're smart they'll lose none of their feminine charm in manner or in dress, despite federal and state accident prevention agencies, which have decreed that any tendency toward

oomph shall be expressed only in terms of safety first measures.

Wise Douglas aircraftees accept such necessary regulations without too much back-talk and the variety of attire throughout the plant is colorful witness to their cleverness in adapting themselves to circumstances.

It is not easy for any woman to hide her crowning glory—and the “complete hair covering” demanded by safety authorities was twice as tough as learning to rivet. But feminine ingenuity has done miracles—and the defenderette is evolving fashions of her own for the world to see and admire.

Hidden Tresses

What could be more charming, for example, than the girl whose tresses are safely tucked into a turban both attractive and practical, and not a whit less feminine than the one she wears on an Army date. Or the miss whose jaunty yachting cap has become a workaday badge of distinguished service, cute as well as utilitarian.

Aunt Jemima and her wheat cakes are no less inseparable from the bright bandana than today's aircraft workers, but with what a difference! For the practical war worker of 1942 makes her bandana match her blouse or slacks and only the initiate would know that under its bright covering blond curls are in the making for tonight's date, a potentially flawless hairdress when brushed out after work.

Thus when government safety committees say: “Hair must be completely covered,” America's industrial glamour girls turn an edict into an invitation to be clever, and go to work.

Slacks, first introduced by a famous film star, brought down upon all women the short-sighted jibes of the male. He frowned and argued and stamped his feet while women, large and small, went right on wearing slacks.

Today's Douglassaire recognizes slacks as an integral part of her wardrobe, both for work and leisure wear. But, again, she has stepped ahead and with tremendous respect for the snares of machinery has greeted the ski-pants design with hussahs. These attractively different denim trousers hold to the ankle firmly, making them perfect for bicycling as well as assembly-line work, and launder easily and cheaply.

On this subject, let me pass on to you a few tips, if, in desperation you are now rolling up your pants legs:

Ordinary denims that trip you as you clamber in and out of fuselages can be remedied with a couple of buttons and a piece of belt (which is always too long anyway). Make two small straps, about an inch and one-half long with buttonholes in the ends. Sew a button to one seam and the strap to the other, and presto! a ski-pants variation, but extremely effective. Smart, too! Sew another button on the cuff of the slacks about an inch and a half away from the seam the strap is attached to and you have a decorative idea for the cuff and a way to wear the slacks without the tightened ankle.

Also popular—and practical—are variations on leisure slacks, such as modified jodphurs, “frontier” pants, feminine edition, and a modern feminine variation of the gentleman of 90's Sunday-Go-To-Meetin' clothes.

The really clever aircraft worker inclines toward navy or powder blue denims in her wash slacks and darker, more serviceable colors in her wool or rayon slacks, for, with all her femininity she's a thoroughly practical person, this 1942 glamour girl.

Of course this practicality has some woeful drawbacks. Girls who have their own apartments and who are trying to work and do all their own housework too, find blouses a particularly annoying problem.

Washing them is the least of their worries, but ironing the darned things is a nuisance involving considerable time and energy.

No Doodads

One solution to the time problem is dark or brightly patterned blouses of cotton, which don't show the dirt so readily and are comparatively easily laundered. Flounces, ruffles, sheers, and doodads are definitely out, for Miss Douglassaire knows a menace when she wears one, and dressy blouses don't belong with slacks anyway.

She's found a wonderfully practical top in the very new and exceedingly attractive seersucker blouses, which are not only cool and do not slip, but which don't have to be ironed.

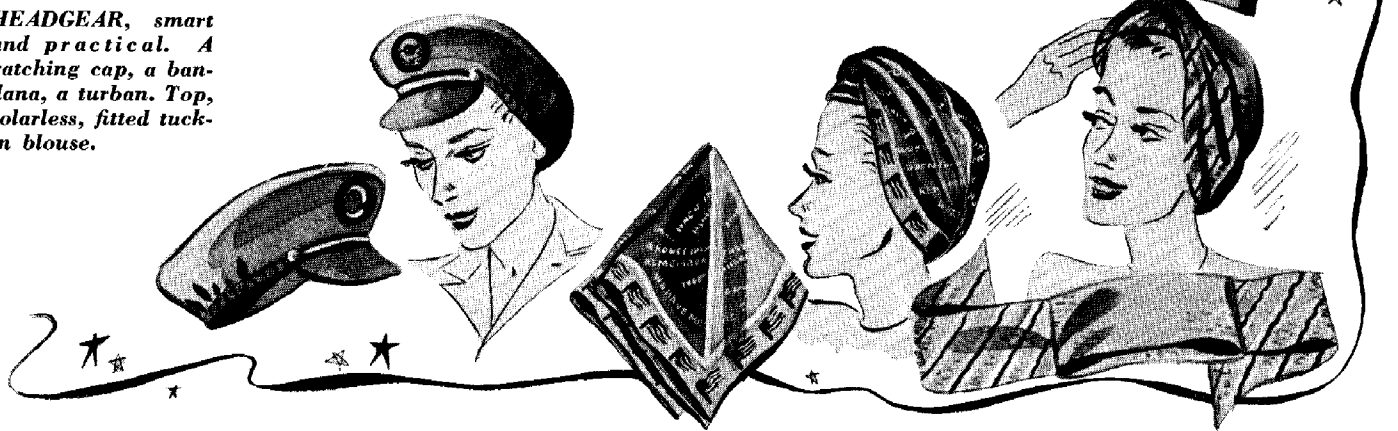
Girls who sew have the advantage of a greater variety of patterns, one of the more popular of which is the collarless design.

Here's another tip: make your blouse with excessively long tails, or on a wide band at the waist, thus preventing that irritating call: “Hey, sis, your shirttail's out!”

Today's aircraft workgirl adapts fashion to her warjob needs and no better illustration is afforded than her sudden scorn for the toeless shoe.

• Continued on Page Forty-two

HEADGEAR, smart and practical. A yachting cap, a bandana, a turban. Top, collarless, fitted tuck-in blouse.



WITH DOUGLAS...

Draft

Army, Navy Won't Enlist Deferred Aircraft Workers

★ AIRCRAFT and other essential war workers classified as 2A, 2B or 3B by draft boards will not be accepted for enlistment in the Army or Navy after September 10, it has been announced by Robert P. Patterson, under secretary of war; Gen. Lewis B. Hershey, director of selective service; and Rear Admiral Randall Jacobs, Navy personnel.

Aircraft workers, said Patterson, in many instances, "contribute more to the war effort, and express their patriotism just as much, by remaining in their present jobs" than if they enlisted in the armed forces.

"The Army will not offer commissions to men who in the opinion of the Army can make greater contribution to the war effort by remaining in industry," he added. "Deferment from induction through selective service rests with selective service local boards which have been advised to defer certain categories of technically trained men in the aircraft industry."

In the meantime, William K. Hopkins, Pacific Coast regional director for the War Manpower Commission, met with industry and selective service leaders in San Francisco to work out a program "to see that every individual

serves his country, in a production plant or in the armed services, depending on where his skill is most needed."

In the confusion of misleading statements, many aircraft workers have overlooked the fact that the selective service system has issued occupation Bulletin No. 14, which established definite procedure for draft deferment of aircraft workers. This bulletin was issued largely on the recommendations of the Aircraft War Production council members—Consolidated, Douglas, Lockheed, North American, Northrop, Ryan, Vega and Vultee. For months these companies have been working on the selective service problem. This occupational bulletin is now in force and is the controlling factor, in spite of misleading statements indicating that the Army intends to draft all men of draft age, regardless of their importance in aircraft production. The Army has no such intention.

When President Roosevelt ordered 60,000 airplanes in 1942 and 125,000 in 1943, he was giving an assignment to every aircraft worker. The airplanes cannot be built without skilled and experienced manpower.

After recent confusing statements about draft plans, enlistments of Southern California aircraft workers in the Armed Services in three days reached a rate which, if continued, would deprive the aircraft program of more than 7000 men a month. On the basis of a 48-hour week, that would mean loss of nearly 1,500,000 productive man-hours per month. The effect on the war plane production program is obvious.

The Army needs men, but without enough airplanes it cannot fight. If aircraft workers will stay on the job they are trained to perform, an orderly method of deciding who shall work and who shall fight will be developed by government and industry authorities.

Hero

Comdr. Wassell Tells Of Java Battles

★ FROM famed Comdr. Corydon M. Wassell, United States Navy, employee of all the Douglas California plants and Tulsa this month heard a first-hand account of the battle of Java and how the lack of airplanes lost it.



AUTOGRAPH hunters besieged hero Wassell, cited by President Roosevelt, after Punch Bowl talk. Commander Wassell told of air battle for Java.

A naval surgeon, Commander Wassell escaped from Java at the last moment with 10 wounded sailors from United States warships, and got them safely to Australia. Performed at the risk of his own life and under incredible hardships, this feat won the Naval Cross and commendation by President Roosevelt during a recent nationwide radio address.

Speaking to Douglas personnel during lunch periods at the various plants, Commander Wassell told of Japanese surprise attacks that destroyed on the ground many of the Dutch East Indies airplanes. Those that were left put up a telling but hopeless fight against overwhelming odds.

"You here on the production line can change that picture," he said. "Everything we have is at stake in this war. Remember always that without airplanes and lots of them, we can't win it. Give us the ships and we will win."

One of those dramatic moments that could happen only in real life came after Commander Wassell's talk at Santa Monica. Mrs. Virgil Kline, wife of Douglas employe Virgil Kline, Dept. 76, asked whether Commander Wassell knew anything of her brother, Ben Hopkins, who had served on an American cruiser off Java. He not only knew Ben Hopkins, but provided the first word of him in nearly a year.



PROMOTED to rank of Lieutenant Commander, L. V. Scott, inspector of Naval aircraft at El Segundo, has just completed 28 years in the Navy.

...AROUND THE WORLD

New Jobs

Houghton, Huggins, Schumann Assigned to New Duties

★ THREE changes of assignments of top Douglas company executives were announced this month by F. W. Conant, vice president of manufacturing.

Howard Houghton was appointed director of outside manufacturing for all plants. He will head a new division, under the direction of Conant, to coordinate the production of hundreds of subcontractors manufacturing parts and subassemblies for Douglas plants.

Houghton's position as manager of the Long Beach plant was filled by George Huggins, formerly director of tooling for all plants.

J. M. Schumann, who was superintendent of tooling at the Long Beach plant, was made director of tooling for all plants.

Navy

Douglas SBDs Led In Solomons Attack

★ DOUGLAS dive-bombers, which spearheaded the Navy's victorious attacks at Lae and Salamaua, the Marshalls and Gilberts, Tulagi, the Coral Sea and Midway, are in action again in the Solomon engagements.

Plunging from the clouds on the unsuspecting enemy entrenched in the islands' capital they shot their bombs with deadly accuracy against shipping, shore installations and supply dumps, creating havoc and consternation among the Jap forces.

For two hours this rain of death and destruction continued with unabated fury, preparing the way for the Marines to make our first offensive action of the war.

"It was the most beautiful and deadly display of marksmanship ever witnessed!" declared a not-so-innocent bystander, Petty Officer Binnie Barnes of the Australian Navy, who was wounded in a subsequent naval engagement and evacuated to his homeland.

"Squadron after squadron screamed out of the sky, plunged their deadly loads smack on the Nips and, with the explosions rocking them like boats, zoomed off to rearm and dive in again.

It was something to remember for a lifetime, and if any Japs survived they will remember it."

Navy dive bombers participating in the continuing series of Solomon engagements were identified as Douglas-built SBDs in communique 114, issued August 29, and describing the sinking and damaging of three Japanese supply-laden destroyers off Santa Isabel Island by Navy planes.

Egypt

Boston "Shuttle Service" Is Battering Axis Armies

★ "THE Boston Shuttle Service," a continual stream of fast deadly Douglas DB-7B attack bombers, is knocking Field Marshal Rommel's Axis armies back on their heels in the Egyptian desert warfare, according to W. A. (Al) Spencer, service expert just returned from the war zone.

With the Douglas planes as the backbone of their air forces, the United Nations flyers have won almost complete mastery of the air over the desert and are giving the Axis battle lines and communications no rest, he said. The Bostons work in relays, bombing tanks, troop positions, and transport and supply vehicles, one group refueling and rearming while the other is out fighting.

Spencer, with E. F. Lucas, J. A. Woosley, J. E. Jackson and H. R. Keahler, all Douglas service men, has just returned after more than a year of servicing and assembling Douglas and other American airplanes throughout the Middle East. The airplanes they worked on were flown by Americans, Russians, English, Australians and South Africans.

Spencer was in Egypt during the lightning drive of Rommel through

◊ *Concluded on Page Forty*



STUNG, BUT AIRWORTHY

★ RIDDLED by bullets from a Japanese fighter this Douglas dive bomber carried out its mission successfully somewhere in the Pacific and returned to its carrier safely. The airplane had just landed when this photograph was taken. Note the rear gunner still in the cockpit, the propeller still turning. Said the Navy caption accompanying the photograph: "American built planes withstand terrific punishment under fire, attesting to their superiority and the skill of American workmen."

Aruban Nights

**Men Outnumber Women 40 to 1 on Island of Aruba,
Oil Refining Center, Where George L'Odense Lived**

by Al A. Adams

Illustration by Larry Kronquist

*"Out of the sea, mysterious with
the night, unfriendly prowls surface to
lay waste on a friendly shore."*

* * *

★ TWENTY miles off the coast of Venezuela, South America, lies the little Dutch possession of Aruba—the island of extremes.

Men outnumber women by 40 to 1 and this, you may know, assures that even the most unsightly, knock-kneed wench and the extremely broadened bespectacled stenographer will attain unearthly position in the bowers of bliss.

This tiny island, a mere speck in the Caribbean sea, is home and work for approximately 3000 Americans. Though this coral island is less than 14 miles long and four miles wide, only a small piece about $2\frac{1}{2}$ miles square makes it a place of world interest.

Situated within this comparatively small area of the coral island is the largest oil refinery in the world. The company which owns this great complicated cracking plant has leased the grounds from the Dutch government. No oil wells

are in existence on the island and no oil is seen in spite of the billions of gallons which day and night are kept flowing. Approximately 300,000 barrels of oil are turned out each 24 hours. Three shifts of men never allow the huge cracking units to stop. The intricate hydrogenation unit situated on this island speck in the romantic Caribbean breaks down the oil molecule and then by injection of hydrogen builds it up again. This produces the efficient and valuable aviation gasoline so necessary to a world at war. One third of the United Nations' supply of high octane gasoline comes from the refineries on Aruba and the neighboring island's refinery at Curacao.

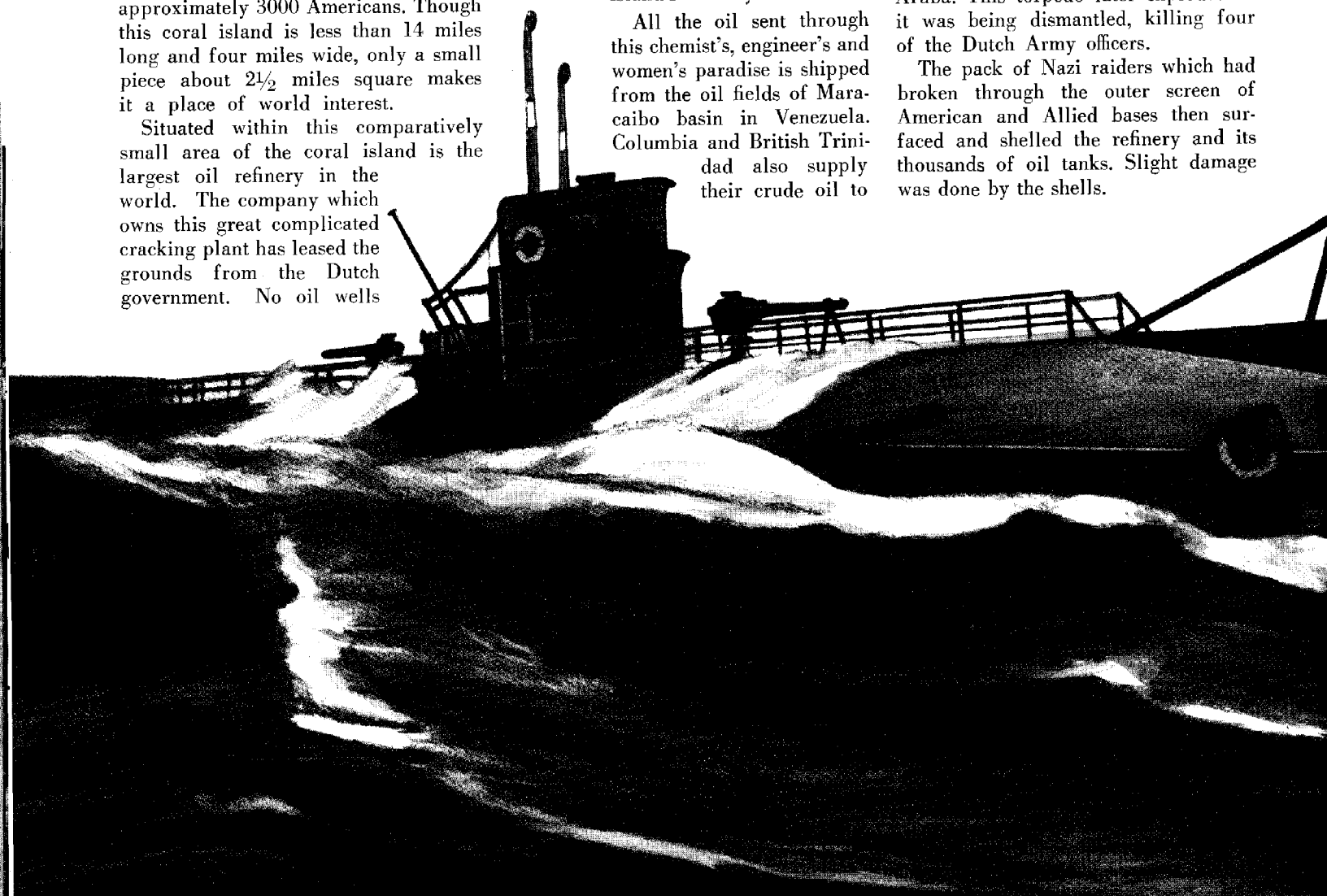
All the oil sent through this chemist's, engineer's and women's paradise is shipped from the oil fields of Maracaibo basin in Venezuela. Columbia and British Trinidad also supply their crude oil to

these islands. Loaded onto special type shallow draught oil tankers able to negotiate the shallow Gulf of Maracaibo, the oil is carried 30 miles from Maracaibo to the island for refining. Large ocean-going tankers no longer risk running aground but call at Aruba. This small port, in amount of tonnage shipped, is one of the largest in the world.

The tanker problem was not alone the factor which caused this world's largest refinery to be erected on the island. The republic of Venezuela has been known to have revolutions. When nearly \$60,000,000 is invested in a refinery, the investors wish stability. The Dutch government could offer that stability at Aruba.

It was 1:30 a.m. of February 16, 1942 in the little harbor of Aruba that the first German missile of World War II landed on the Western Hemisphere. Nazi U-boats that night raided this important oil refining center sinking at least half a dozen oil tankers. An 18 foot long torpedo fired by one of the infernal machines missed its mark only to shoot up on the coral sand beach of Aruba. This torpedo later exploded as it was being dismantled, killing four of the Dutch Army officers.

The pack of Nazi raiders which had broken through the outer screen of American and Allied bases then surfaced and shelled the refinery and its thousands of oil tanks. Slight damage was done by the shells.



The M. W. Kellogg Construction Company of New York began construction of the refinery in 1929. At that time George L'Odense, now in charge of detail scheduling in Dept. A-622 of the Douglas company, was placed in charge of camp personnel. He sailed out of Providence, Rhode Island on the tanker *S. S. Wickett* in the extreme cold of January. The boat was ice covered and L'Odense welcomed the lower latitudes as they steamed southward, hauling drinking water for the people of Aruba.

L'Odense was impressed with the flatness of the land and the lack of vegetation, perhaps due to the heat and the sterile coral. Life on this small island is simple. The workers live in houses furnished by the companies which own the refineries.

The Americans who are sent to the island or Aruba on two year contracts have come to make the small compound immediately about the great refinery a miniature United States. They have a theater, a post office, a hospital, a book club, a bridge club, a yacht club with a fleet of snipes and a fleet of six meter sloops, a baseball park, also, according to L'Odense, there was a poker party which began when the workers first arrived there years ago that had

never stopped until German guns began shelling that night of February 16, 1942.

The people of Aruba living inside the refinery compound are a proud lot, especially the old timers who first began this great job of building the world's largest oil refinery. Ships have brought in everything but the coral island and these hustling people have built the rest up from the ground.

Today, the families of Aruban refinery workers live in \$7000 homes. They have imported soil, plants and seeds to make their yards thrive with green lawns and flowers. Sometimes a year goes by without a drop of rain, and the sun shines down hard. But if tankers continue to arrive from the States, the housewife's conscience does not bother her too much when she uses water for her flowers against the rules of the island.

The natives of Aruba are for the most part West Indian Negroes. The Dutch and the English together with the Negroes make an interesting combination, especially when they attempt conversation. The jargon adopted is a mixture of Spanish, Portuguese, English Carib and Dutch and is called Papiamento. The result is terrific coming from such radically different tongues.

The natives of Aruba raise the aloe plant which is in appearance very much like the yucca. This plant is practically the only vegetation which grows rank

• *Concluded on Page Forty-two*





← ↓ **Navy Airmen** →

Artemus Gates, assistant secretary of Navy for aeronautics, and a group of his aides came to Santa Monica and El Segundo this month to inspect production of the Douglas Navy planes that are knocking the Japs out of the Pacific ocean.

The assistant secretary is shown below, on the left, with E. H. Heinemann, El Segundo chief engineer, center, and Eric Springer, El Segundo manager.

At the left is Springer with Capt. E. M. Pace Jr., director of material, office of the assistant secretary. At the right is Comdr. G. A. Smith, resident inspector of Naval aircraft at Douglas; Capt. O. B. Hardison, aide to the assistant secretary; and Capt. H. B. Sallada, office of the assistant secretary.



↓ **Hero**

Sgt. Robert L. Golay, one of the members of the crew of the A-20A that bounced off a Nazi airfield in Holland, shot out of action a flak tower and an antiaircraft gun emplacement and made it back to England on one motor, described his experiences this month for the benefit of the men and women who built the airplane.

"Damn few planes could do what that one did," Golay said while being interviewed by Jimmie Vandiveer, KFI announcer, at the Santa Monica Punch Bowl. "It took an awful beating and came back in one piece."

Sergeant Golay was awarded a Distinguished Flying Cross for his participation in the July 4 raid. He visited the Douglas plants while on a short leave before reporting to officers training school.



→ **Manpower**

Hundreds of thousands of Americans without previous factory experience today are turning America into a true Arsenal of Democracy. Making this possible are scores and hundreds of schools and within-industry training programs throughout the country.

This month J. Walter Dietz, left, assistant director of the training within industry division of the War Manpower Commission, government agency in charge of all manpower requirements, visited Douglas to inspect the company's training programs. He is shown with Charles Fishburn, assistant district representative of the division; Alexander Morrison of the local division office; and E. D. Merwin of the education department.

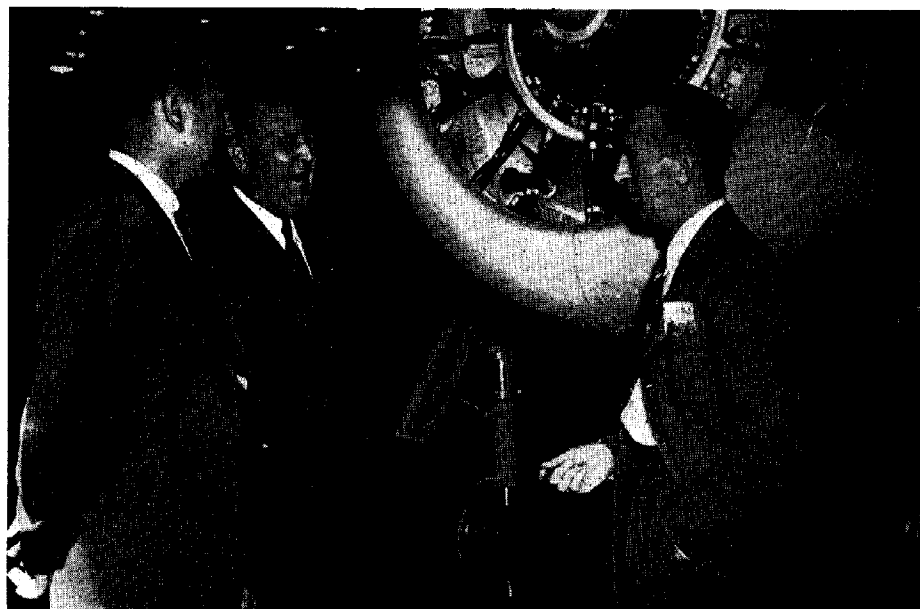


Research Experts →

Cooperation between science and industry was the motivating force behind the recent inspection tour of the El Segundo plant by J. C. Hunsaker, chairman, and Dr. G. W. Lewis, director of aeronautical research, of the National Advisory Committee for Aeronautics.

The visit of Hunsaker and Dr. Lewis was to observe first hand the difficulties being encountered by aircraft manufacturers in the application of optimum design to production methods.

Pictured are Eric Springer, El Segundo manager, Hunsaker, E. H. Heinemann, El Segundo chief engineer, Dr. Lewis and A. E. Raymond, vice president in charge of engineering.



← Editor and Author

Completing a tour of inspection of aircraft plants throughout the country, William B. Ziff, editor and publisher of *Flying*, visited the El Segundo plant recently.

While interested in production methods which will enable the speedy construction of air power vastly superior in quality and quantity to those of the Axis nations, it is his opinion that the use of gliders will greatly facilitate the successful prosecution of the Allied cause.

Shown are Ziff, Eric Springer, El Segundo manager, and William L. Pinney, western representative of *Flying*.

← Flying General

Lieut. Gen. George H. Brett, chief of the Army Air Forces in the entire South Pacific theater of war, made a flying visit to Santa Monica and El Segundo this month to look at the airplanes his men will soon be flying. General Brett, center, is shown with Brig. Gen. Edwin S. Perrin and Carl A. Cover, executive vice president.

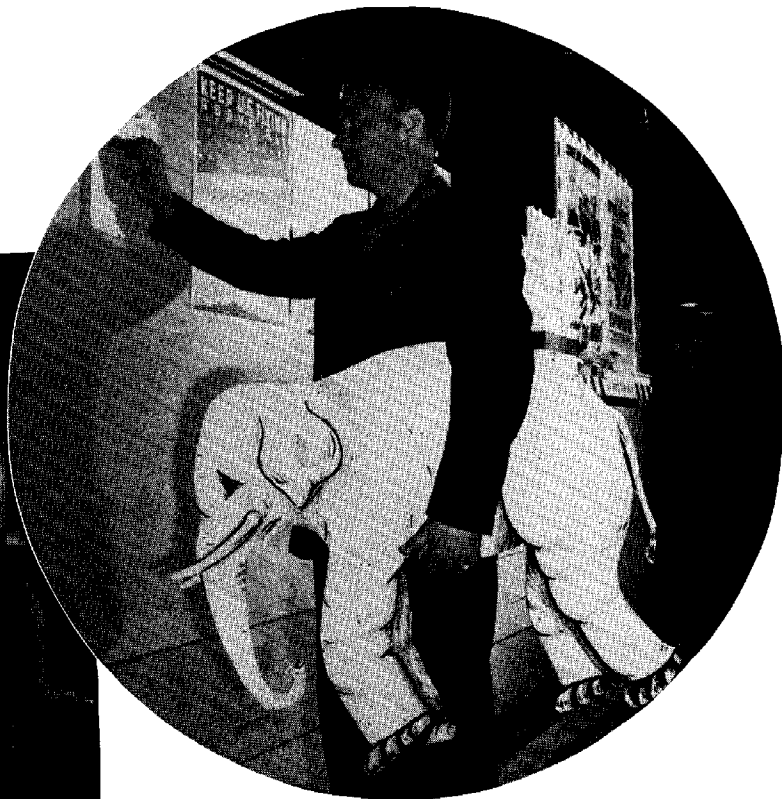
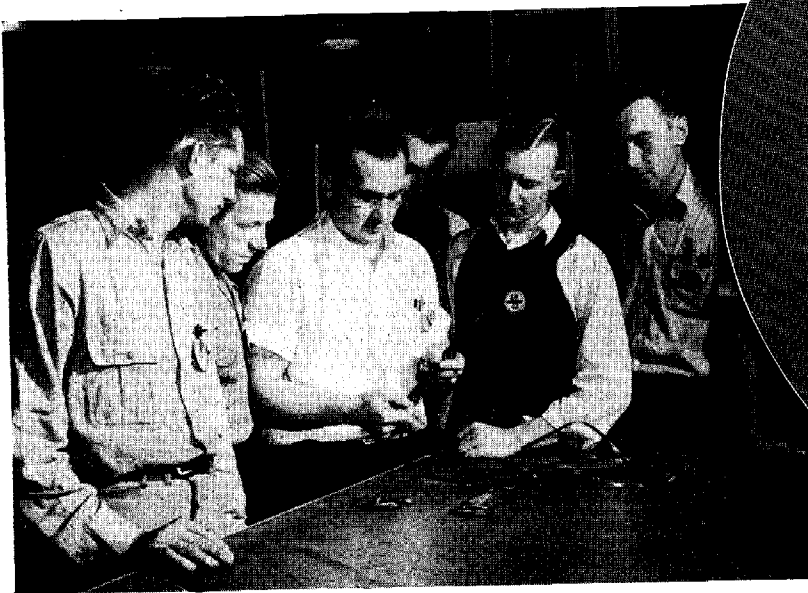


Chinese Leader →

Lieut. Gen. Hsiung Shih-Fei, long-time aide and associate of Generalissimo Chiang Kai-Shek, visited the Long Beach plant this month. Now on a military mission in the United States, General Hsiung came to study organization and production methods. He is shown with Lt. Col. Lawrence C. Ames, Army Air Forces representative.



WHO GETS white elephant next? Supervisor R. O. Absher, right, looks over tool breakage list to see which group is worst. Below, Senior Leadman A. T. McClaver talks over tool breakages and their prevention at conference with department members.



Dept. 89's White Elephant Tramples Material Losses

★ A HARRIED supervisor and an equally distraught senior leadman may not pass the buck, but they certainly pass the white elephant.

The elephant (suggested name, Mahatma) is probably the most unpopular member of the cowering group in Dept. 89, and easily the most unattractive. Her body is of plywood, and her curves are more voluminous than voluptuous, but she's singularly important to the department that gave her birth.

For Dept. 89's white elephant deserves a lot of the credit for the department's material conservation record, judged by the material conservation group as best in the Douglas plants.

If necessity is the mother of invention, Mahatma should be feminine. She was born and presented—timorous and hopeful—to Dept. 89 early last June, when the material conservation group suddenly discovered that small hand tools were rapidly becoming irreplaceable. A check on breakage revealed that one of the greatest offending departments was cowering in 89.

Horrified remonstrances availed them nothing. It was statistical fact that Dept. 89 was breaking tools at an alarming rate.

Supervisor R. O. Basher and Senior Leadman A. T. McClaver looked at the figures and shook their heads.

"This has to stop," said Basher, purposefully.

"Yes, sir," agreed McClaver.

And there they were. Stymied. But not for long. They made a deal and shook hands on it.

"Breakage will be down 75 per cent by September," said the crusaders.

And so it was, two weeks before schedule!

Admittedly, it wasn't as simple as that. New routines were set up for the department, and Mahatma was designed from plywood, painted and presented to the group that showed the greatest breakage from week to week.

New routines involving numerous meetings and a straight-forward acceptance of problems were arranged. A system for checking tooling before beginning fabrication was set up. Every breakage has a reason and the reason is submitted with the broken tool. Awkward handling methods were investigated, and eliminated or remedied.

The gravity of tool and material shortages hasn't been minimized in

Dept. 89. Any time somebody thinks so, into the scene trundles Mahatma, and she reminds him that alloys, such as tungsten, once plentiful, are now on the hard-to-get list.

If, and, or when Dept. 89 ever reaches the status of a "no breakage" department, Mahatma is mute testimony to what departmental cooperation and a little humor will do for efficiency.

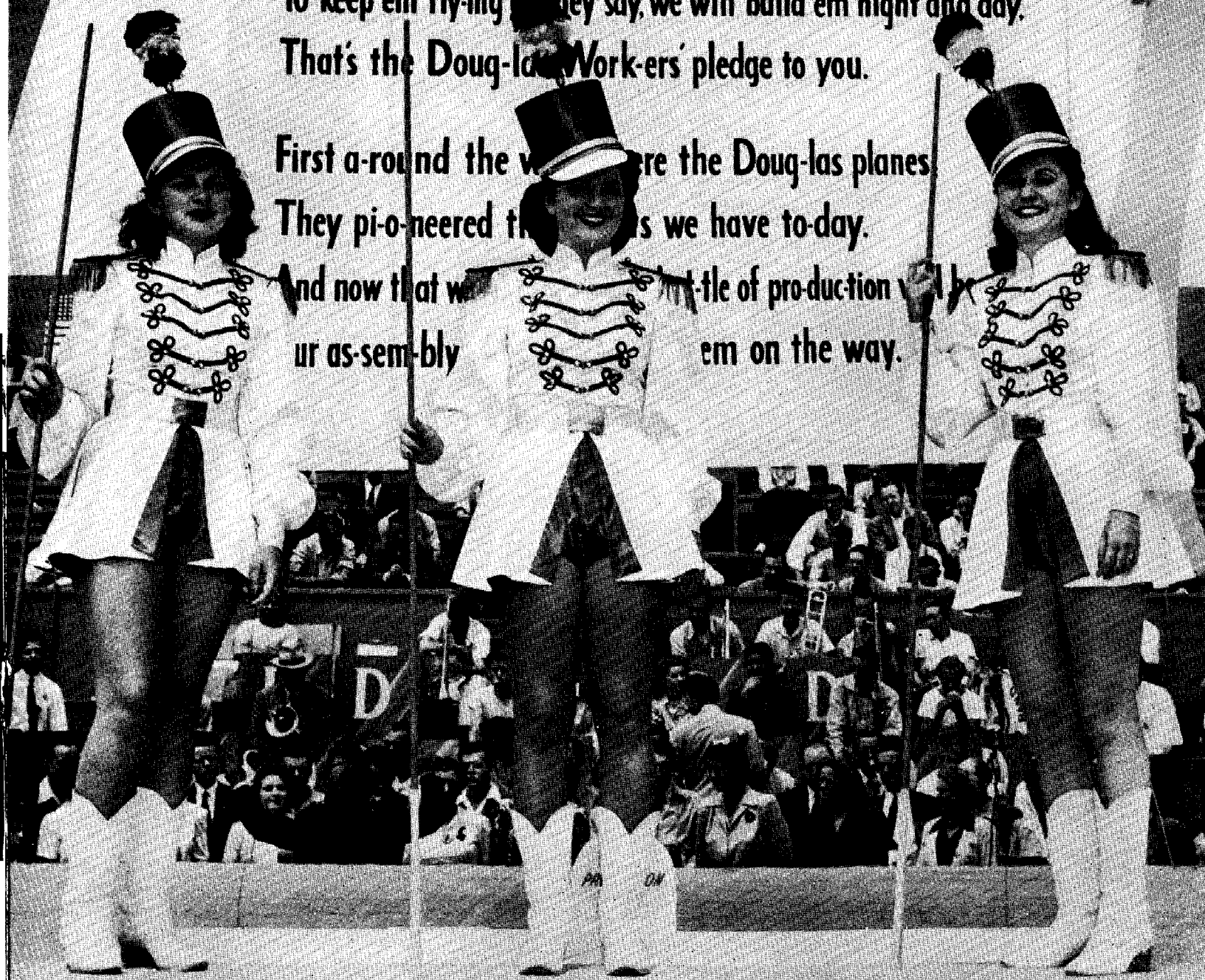


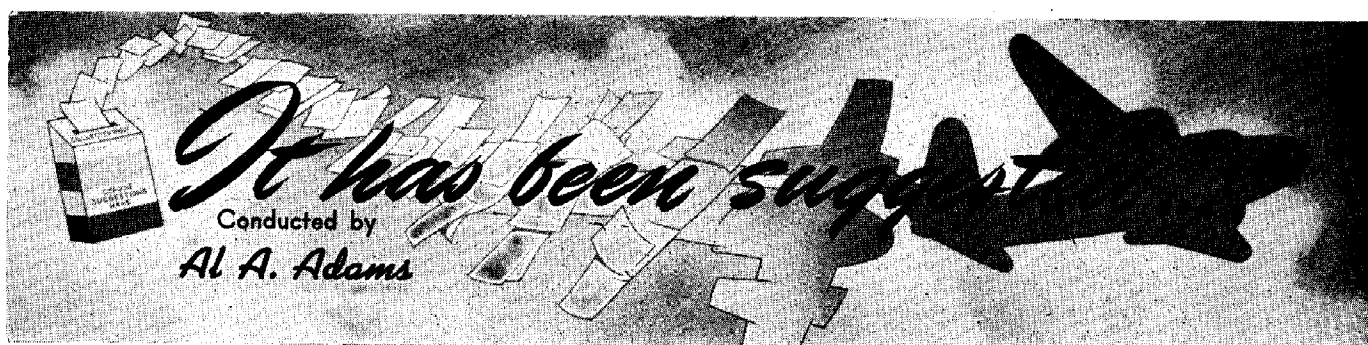
CHECKING tooling before use, as Carl Hofer is doing above, has helped cut down Dept. 89's drill breakage greatly.

INSIDE DOUGLAS

Out of the sky will come victory
For Uncle Sam and his Allies too;
We'll win, for there soon will be,
All the planes we need to see it thru;
And for you men fight-ing cross the blue,
We'll make the planes and that's a job we're proud to do,
To "keep 'em fly-ing" as they say, we will build 'em night and day.
That's the Doug-las Work-ers' pledge to you.

First a-round the world are the Doug-las planes
They pi-o-neered the way as we have to-day.
And now that with a tit-le of pro-duction
our as-sem-bly line is on the way.





Time Is Short and Precious In War. New Ideas Save Many Hours, Days, Years.

★ AS MINUTES of time fly by the clock, jobs which seem to be least impressive in our war production effort become more and more spectacular. Those jobs may yet be ideas retained within workmen's minds. Developed and put to use they may be effective in winning this war.

Someone once said, "Time is the most precious thing in the world, for God measures it out second by second." Napoleon, too, was most time conscious for he once said to a member of his staff, "Go, sir, gallop, and remember that the world was made in six days. You can ask me for anything you like except time."

Maintenance Honors

Prophetic of victory is the response both men and women are giving to the suggestion program. Since air supremacy is the first requisite for military and naval successes, we must recognize the importance of our jobs—and do our fighting with an all-out will to produce more planes than ever before.

We can kill Japs with ideas as well as with cold steel, and we have lots of Japs to annihilate, therefore aircraft production needs all the available suggestions.

Workmen from the maintenance department of the Santa Monica plant took high award honors this month. Elvin Van Cott, Dept. A703 won \$100 in War stamps for three fine time-savers. On the Farnham rolling machines, Van Cott has begun installing his newly designed universal joint. The universals on these machines which attach the driving force of electric motors to the driven rollers are subjected to considerable strain. These rolling machines are used to form such parts as the leading edges of wings and stabilizers.

The fitted, closely machined parts of

this intricate joint form a ball when its three separate sections are assembled. Very close tolerances and greater friction surfaces have decreased the chance for wear and back play. Greater accuracy in operating the rolls has resulted.

On the big Cincinnati shear brake much time has been lost by the wearing out of the braking device which stops the shear blade in the open position after each cutting operation. The device previously used broke on an average of twice each week. Van Cott's first installation has been in use for the past nine months in Dept. 224. In this time the brake has not broken and only once was it adjusted by one-twelfth of a turn of an adjusting nut. The installation is so rigid and well constructed that in spite of the tremendous strain applied to it, the brake has proved 100 per cent successful. Van Cott has here eliminated a major maintenance problem, and of greater importance, has decreased the possibilities of production delay.

The third suggestion for Van Cott is an adjustable gauge and supports for the cutting shear in Dept. 171. This idea increases the versatility of the big cutter blade making it possible to cut exceptionally large, thick material as well as very small bits. The cutting operation has been made more accurate and considerable time has and will be saved by its use.

Plug Protection

Burt Smith and Charles Ward also maintenance men of Dept. A702 came through to share the A award of \$50 in War stamps. Their coordinating supervisor, L. Frazee, was confronted with the problem of avoiding the great number of short-outs in electric floor plugs caused by metal filings and sweepings falling into the twist lock receptacle. When the electric plug is inserted the metal filings are packed into the receptacle and a short-out results, burning the unit usually beyond

repair. These short-outs are not only dangerous but they hold up production.

Smith and Ward went to work on the problem. Neither was aware of the others efforts. When they had completed their separate working models it was found that they were so much alike that it was decided to incorporate the good points of each into one.

The cold-rolled steel plate used on this suggestion is standard equipment. A metal stamping is used as a lid and pivots in place with force supplied by a piano wire spring. To insert the plug it is necessary to push the lid aside. When the plug is removed the lid flies in place and no dirt or filings are allowed to enter.

New Jig

Murray Cohn of Dept. C191 won the \$50 A award for his suggestion that the C-47 cockpit window be taken from a large cockpit enclosure jig and made on a separate jig.

This large jig is much in demand and is constantly under the pressure of production. A better job can now be done, for it relieves the congestion of workers about the jig. The window frame is of simple construction and new workers can do the job. Cohn noticed the tie-up in production and suggested the new procedure. He worked with the tooling department in the jig development.

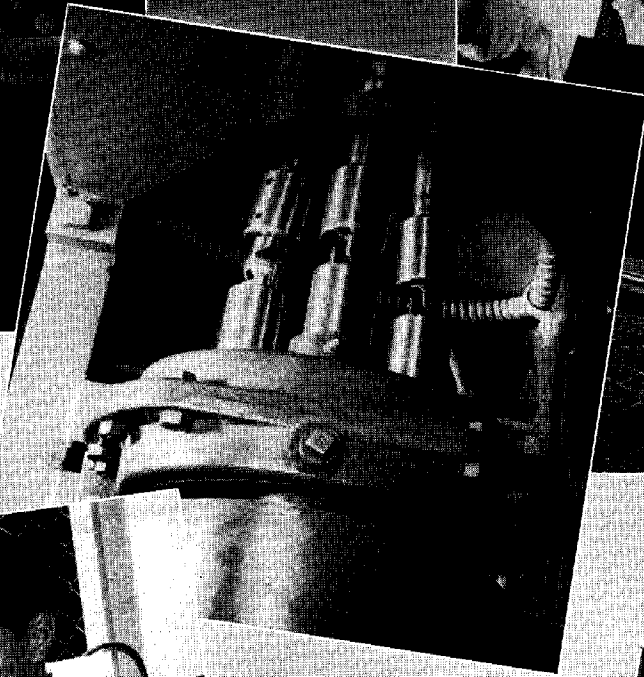
E. W. Anderson of Dept. B5 won the \$100 A award for his much improved SBD wing slot. The purpose of the slot on the leading edge of the wing is to preserve a smooth flow of air over the top of the wing surface. This air provides additional lift at low speed by increasing the angle of attack of the wing. The slot actually keeps the flow of air from breaking away from the wing thereby decreasing the possibility of stall.

Anderson's suggestion saves nine square feet of duraluminum sheet stock per ship by eliminating 20 attaching

• Concluded on Page Forty-on

Elvin Van Cott
\$100 AWARD

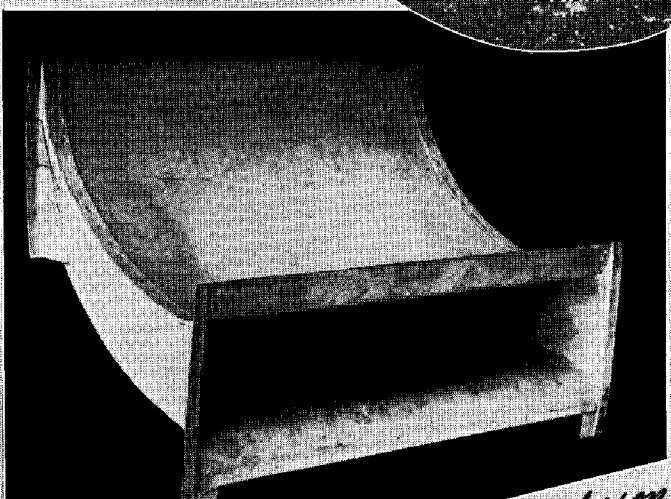
KEEP CLOSED WHEN NOT IN USE



Burt Smith - Charles Ward
SHARED \$50 AWARD



Murray Cohn
\$50 AWARD



The Horse Set

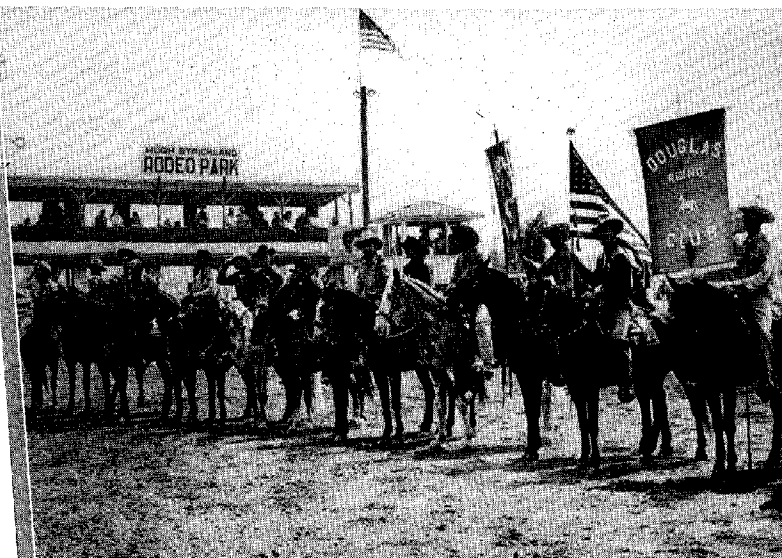


★ AS EVIDENCED on this page, Douglas Riding club members are about the most all-round active bunch duly organized in the Santa Monica plant.

Typical of their brand of vim, vigor, and vitality was the all-day riding session participated in by 50 of the 200 members last month, in which they divided into two groups, one to ride over to Buck Brown's stables near Encino, the other to drive over from the B-19 ranch and ride the trail back, after joining the first group in a picnic lunch under the shade trees. All were happily tired after the strenuous but inspiring ride.

Outstanding among their more formal activities was entry in the Horse-Capades of 1942, huge Gynkhana sponsored by Vega Aircraft and including Lockheed, Vega, North American and Cannon Aircraft Electrical company.

Douglas placed third, following a run-off for second place with Vega.



GRAND ENTRY of the Douglas Riding club at recent horse meet in which 25 members participated. Below, Mel Straight with cup he won in "undress relay" race.



CROSS-COUNTRY jaunt of hardy horsemen recently took the riders over crest of Malibu mountains. Right is a relay race at the big gymkhana.



Sports Recreation

SANTA MONICA

by Andy Mahoney

Softball Teams Wind Up Season

The softball season is drawing near to the close of another successful year for the day and night shift loops. Between these two shifts there were approximately 800 men participating.

Frank Machado held the reins as the first shift chairman with E. Bahr, F. Casterline, H. Weller and J. Burnside as committeemen. The night shift loop was under the leadership of Bill Massey who had Armstrong, Williams, Coates, Doyle, Hunt and Southard as his committeemen. Each of these chairmen had 35 teams under his wing which made it no easy job to manage as many games had to be postponed due to overtime work. Thus the schedules so carefully made out by the chairmen and their committee were thrown to the wind. However, by pulling magic out of the air the final playoffs will be made as planned.

Bill Massey's night shift teams have been fighting it out for a share of the gold and glory that goes with winning one of the league championships.

The first round winners included Dept. 632 A league; Dept. 501, B league; Dept. 514, C league, and Dept. 613 D League. Matched against these teams in the play-offs were the second half winners: Dept. 27, A league; Dept. 1, B league; Dept. 422, C league, and Dept. 862, D league.

The A league contest was so evenly matched that it required three games to determine the winner, with Dept. 27 finally winning to become the A league champions. Dept. 501 is the victor of the B league. Dept. 42. the C league champs had easy sailing for their crown as Dept. 514, the first half winners, were forced to drop out of competition. Dept. 86 emerged victorious to win the D league championship after playing three games.

The championship title in the A league was tied between Dept. 19 and Dept. 273 at press time for second half honors. However, Dept. 273 has yet to play Dept. 143. If Dept. 273 loses this game, Dept. 19 is unconditionally the A league champs as they hold first half honors; but if Dept. 273 is successful

in defeating Dept. 143 there will be a playoff game between Dept. 19 and Dept. 273.

Dept. 113 holds the top position in the B league as they won by the skin of their teeth in the closing minutes of the seventh inning to upset Dept. 225 by a score of 1-0 in the league playoff.

Dept. 633 was the last half winners in the C league and they defeated first half winners, Dept. 41, by a score of 8-3 to win the C league championship. Dept. 633 used good teamwork along with heavy hitting to win the title.

Dept. 81 now holds the D league title as they defeated Dept. 521 by a score of 8-6. This game was somewhat of a pitchers battle until Pitcher Buchozz, Dept. 81, won his own game by hammering in two straight hits to bring in two runs. Shortstop Shaw and outfielder Wiezz also managed to get two hits to help give their team the championship.

Soccer Club Elects, Plans New Season

At a recent meeting of the Douglas Soccer club, the following officers were elected for the coming season: Dave Maxwell, president; Denny Gordon, secretary-treasurer; Eric Kornel, vice president; Sam Neale, manager; Red Moore, trainer; and Jim Jaggard, custodian.

The club opened their season against the Northern California champions, the American Teutonia club, in a game played in San Francisco on the last Sunday in August. Two weeks later, Douglas will defend their Canadian Legion trophy against the R.A.F. Flyers from Britain who are now in training at Lancaster.

Several players will be missing from last year's team, among them being Dr. Gene Walsh, now serving in the medical corps of the Navy. Joe Zomar, with the U. S. Coast Guard, Johnny Dekema training with Uncle Sam's Army in Texas and Al Gordon now with Douglas over seas. However, Manager Sam Neale has been busy rounding up a strong team and has secured the services of two of Los Angeles' best halfbacks in Steve McAvooy and Herb (Bump) Hedley, who with Al Cecchine will give Douglas perhaps the strongest halfback line in California.

Hold-overs from last season include Logan Frazee and Don Wallace, speedy defense men, and Axel Thomsen, Denny Gordon, Billy Zowar, Al Teidemann and Ralph Ptolemy in the forward line.

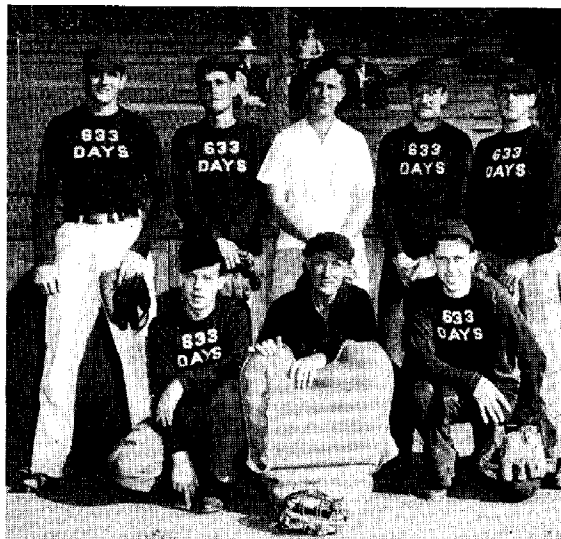
Axel Thomsen was elected captain

for the coming season which promises to see Douglas again battling for major championships.

In addition to the senior team, Douglas will also sponsor a junior team, and anyone desiring to try for positions on either team should contact either Don Kirkham in the athletic office or Denny Gordon in Dept. 242.



B LEAGUE winners, day shift. Kneeling, Dorset, Hughes, Harrison, Essert, Duvarado. Standing, Roberts, Hamilton, Clarahan, Natelborg and Brockman.



C LEAGUE winners, days. Kneeling, Blank, Harrison, Adamick. Standing, R. Clark, D. Clark, Stead, Cross, Sparks. Absent, Bennett, Pollastrini, Krueger. Heavy hitting helped to win.

Kemp Slugs His Way To Middleweight Championship

Throwing leather from all angles and dodging **Ace Farnsworth's** right gave **Garlan Kemp** of Dept. 87 the Douglas middleweight championship this month. The new champ weighed 164 pounds, three pounds lighter than Farnsworth.

The first round started out slowly while the boys were feeling each other out. Kemp let go with a looping right to Farnsworth's jaw and this started the fireworks. Farnsworth started to throw punches from all over, but Kemp ducked and weaved around so that none of them landed. Kemp led the fight at the closing minutes of the round.

At the beginning of the third round Farnsworth shot a good left to Kemp's jaw which shook him up a bit. However, this blow roused Kemp's dandruff and he finished the round with the upper edge.

Douglas Net Team Aircraft Champions

The Douglas tennis team defeated North American by a score of 7 to 4 at the Los Angeles Tennis club this month to keep the title as Aircraft Champions of Southern California.

The team has never been beaten and Chairman **Bohn Featherstone** states that they are willing to defend their title against any challenging aircraft company.

The results of the North American matches were as follows:

Doug Woodbury, Douglas, defeated **Sammy Match**, North American 6-3, 6-2; **Earle Foote** (NA) defeated **Jack Tunnell** (D) 10-8, 3-6, 6-4; **George Druliner** (NA) defeated **Jim Challiss** (D) 6-4, 6-4; **John Dye** (D) defeated **Bill Anderson** (NA) 6-2, 4-6, 6-4; **Henry Uhl** (D) defeated **Cy Bradfield** (NA) 6-1, 6-0; **Larry Davis** (D) defeated **Jim D'Annible** (NA) 6-4, 4-6, 11-9; **Bob Betty** (D) defeated **Bill Foulkes** (NA) 6-4, 5-7, 6-4; **Bob Dawson** (D) defeated **F. Copple** (NA) 4-6, 6-3, 6-3.

Results of the double matches: **Fran Schmidt** and **Ted Foster** (NA) defeated **Tony Pruden** and **Al Gross** (D) 2-6, 7-5, 6-4; **Tom Marshall** and **Earle Larson** (NA) defeated **Harold Cook** and **Bohn Featherstone** (D) 4-6, 6-4, 9-7; **Charlie Stanton** and **Joe Gloster** (D) defeated **O. Druliner** and **W. Craig** (NA) 6-4, 8-6.

Featherstone Elected New D.A.C. President

The Douglas Athletic club directors met August 19 to elect officers for the coming year. **Bohn Featherstone** was elected president; **Karl Preston** vice president and **Don Kirkham** was re-elected secretary-treasurer.

The retiring officers, **Don Watt**, president, and **Dave Maxwell**, vice president, received great ovations as they turned their offices to their successors.

RECREATION

by Dorothy Chandler

Larry Semon Day Features New Song

There was music in the air aplenty on **Larry Semon Day** in the Punch Bowl of the Santa Monica plant. On this day the official Douglas song, "Out of the Sky," composed by Semon, was introduced formally and informally to the employees, to enable them to learn and enjoy it.

After the presentation of the tune by the Aeronaders under **Paul Taylor** and the welfare band under **Curly Elliott**, Larry sang his own version of it, to the strum of his guitar.

To climax the program, the "three little tricks from 686", a trio of comely girls dressed in satin drum majorette costumes, pointed out the words of the song which were printed on three big screens, each facing a side of the Punch Bowl, thus helping in the community sing. The girls, shown on Page 25, were **Jean Carson**, **Charlotte McHaffey** and **Audrey Le Cuyer**.

The number caught on with the crowd immediately and the program was a huge success, so much so that the program was repeated at El Segundo and Long Beach. **Paul Kunz**, Dept. 686, staged the show at the three plants.

United We Sing, radio show broadcast over KNX on the Columbia Broadcasting System, Sunday, August 16, featured Larry's song, sung by the Aeronaders' chorus. This is quite a feather in the Douglas company's cap—that both the talented composer and the proficient singers are a part of our organization.



Douglas' famous choral group, Aeronaders, sang "Out of the Sky" at song session.

Cinema Club Members Turn Producers

A big movie contest is keeping the Cinema club members busy these days, spending every conceivable moment taking moving pictures to illustrate the story given them to film.

The contest is to run for over a month, and the idea is to turn out, on any size film, colored or black and white, a finished film with a catchy title, which can be judged on continuity, sequence, editing and photography.

When the script is in the contestant's hands, the rest is up to him.

First prize for the winning movie will be \$5 cash award or a \$7.50 purchase order.

While not thus engaged, the camera fans have been learning more about the art of good picture taking by pooling their knowledge in the form of kindly criticism at the regular meetings.

Added inducements for attendance at these meetings were the two "feeds" put on this month, one a potluck picnic



AUTHOR of company song, **Larry Semon**, sang for crowds at all plants.

participated in by over 40 members, and the other a home-cooked barbecue served by Mrs. Atkinson in Club Director Atkinson's home.

Riding Club Producing Third Horse Opera

Not to be outdone in the movie-making racket, the Douglas Riding club has already begun their third movie thriller, the story having been chosen and committee-heads assigned.

To be in process for several weeks, the locale may be varied, but is to start at the B-19 Ranch, home of the Douglas Riding club, in Brentwood.

The new officers for 1942-43, **Frank Tully**, president; **Jack Broderick**, vice president, **Helen Wiltse**, secretary and **Madeline Boles**, treasurer, presented the founder and first president of the club, **George Cavanah**, with a good-looking desk pen set at their first meeting, as a token of their esteem.

New Talent Unearthed By Bohemian Club

Landscape painting and studies in life are bringing out a lot of talent among Douglas Bohemians, art club under **Dudley Hoefler**, president.

Packing a lunch and with campstools and sunsuits under their arms, members found themselves some likely spots and went to work on the landscape Sunday, August 23, and they thoroughly enjoyed catching nature's mood as it was on their canvases. Those whose results weren't as commendable as they had hoped at least got a good suntan and had a lot of fun.

Hoefler's ideas for forthcoming projects include the painting and sketching of posters and signs on war subjects, for various service organizations.

Pistoleers Inaugurate Monthly Matches

First monthly qualifications medal shoot of the Douglas Rifle and Pistol club was held Sunday, September 6, at the police range to decide Class A, B, C and high aggregate winners.

These monthly shoots will be held the first Sunday of each month for the coming year and winners of these club matches will be awarded their medals at the regular dinner meeting held on Friday following the third Wednesday of every month.

Beginners are urged to take part in these .22 calibre and .38 calibre rounds, slow fire, time fire, rapid fire, police course and national course, since they have as good a chance as any in percentage scores set by the National Rifle association rules.

Since **Les Bleecker's** resignation due to his transfer to Oklahoma, **Frank Hillyer** has been named vice president and took over his duties at the August meeting. He is membership chairman as well.

EL SEGUNDO

by Frank Opdyke

Touch Footballers Set for Kickoff

Eight enthusiastic teams from Engineering have already been spending their Sunday mornings with footballs and charley horses in preparation for a full fledged round robin schedule. The hastily organized league of last fall, which didn't get going until November but thereafter produced several historic clashes including that epic between Stress and Fuselage on December 7, now promises to be buried under an avalanche of enthusiastic 1942 gridders.

The Stress Scorpions were champions last year, and according to chief Scorpion **Pete Shaw** are a lead pipe cinch to repeat this season. **Fleetfoot Shelley Pfeiffer** will be back to trundle the skin, along with **Hammering Jack Hammil**, **Lobo Lobherr** and **Bruising John Brueckner** are very likely to be beefing up the line once again. There is a surprising amount of muscle distributed through the stress group, and the brains which ferret out forging failures are equally handy at finding weak spots in football defenses. Anything is to be expected of a team which calls its defensive fullback a "factor of" safety man.

Bert Mead has been grooming a likely squad from wing and armament, **Lee Hardy** is assembling some large young men from controls and electrical, and **Wayne Bird** expects big things from his hydraulics-air conditioning plumbers. The 1941 edition of the fuselage Ferrets is being republished under **Ole Garrett's** tutelage.

Games will probably be played on Inglewood High school field, as before, doubleheaders going every Sunday morning. The length of quarters is still

being argued. The brawny ones favor 15 minutes, while those on rationed corpuscles prefer something shorter plus timeouts for breath catching.

Touch football is also taking root in the shop, where two teams representing Depts. 635 and 639 have already been organized. **Ab Miller** has lined up **Frank Farmer**, **Glen Evans**, **Joe Pap** and **Bob Rieger** for Dept. 635. Assisting **Milo Kensrue** in Dept. 639 are **Jerry Connors**, **Ed Carpenter**, **Ken Parry**, **Orin Compton** and **Ken Martin**.

A practice brawl between the two crews sent **Ab Miller** home with two black optics.

Bowlers Getting Ready For New Season

Maple mauling, that hardy perennial of the sports crop, is again budding out. Again it is Engineering that is in the spotlight, which reminds us of how often that department has been played up in these dispatches of late. There are undoubtedly numbers of athletes at large throughout the plant, and it is our fervent hope that somebody will corral them into teams and then issue some publicity. This goes for bowling and everything else including three-card monte and musical chairs.

The engineering loop will again roll at Inglewood Sports Center on Monday nights. **Bert Mead** is secretary, meaning that he has most of the work on his shoulders. A dozen teams, many of them reworks of quintets from last year, start gunning for the perpetual trophy within the next three weeks.

Engineering Softball Team Wins City Pennant

Douglas El Segundo won fame in a new direction this summer when the Engineering softball team swept through a 15-game Class A Municipal league schedule with only one defeat and a tie to mar its championship record. With



CHAMPIONS of Municipal league, Engineering softball team. Standing, **Hammil**, **Miller**, **Blackburn**, **Pollock**, **Thrall**, **Hoffman**. Kneeling, **Underwood**, **Hagar**, **Perkins**, **Atkinson**, **Jong**. Team lost only one game during entire summer season.

little time to train, a limited squad that had only two or three substitutes, and a 9 p.m. starting time for every game, the boys succeeded in developing last season's fair team into a fast stepping pennant winner.

Previous Airviews carried the story of the campaign through its first two-thirds. The final five tussles, all copped by our side, were featured by superb defensive play on the part of the infield, timely hitting, and the ace pitching of **Jack Blackburn**.

Stackwell Sales, victors 8 to 7 in Douglas' only loss of the year, gave us a stiff battle again the last time the two teams met. Blackburn and Bell hooked up in a tight pitching duel for six innings, but **Twinkletoes Wilson's** screaming homer, plus doubles by **Hammil** and **Hager**, accounted for a 3 to 1 triumph. The visitors collected the meager total of three bingles off Blackie.

Narrowest squeak of quite a few close wins came in the last week against the Harvey Clippers. Harvey led off, and after two lads had walked, their slugger Kuba hammered one into the stratosphere, putting us down three on one hit, and disturbing Blackburn no end. In our half the Clippers, for no apparent reason, stationed their regular chucker Gilpin in left field and started a character named Durling. Perkins pointed out the mistake by doubling behind Hammil and Hager who had strolled, Wilson emphasized it by singling, and Atkinson contributed another of the same. That was Blackburn's cue to drop a double behind the infield. The five runs that trickled in put Mr. Durling back in the outfield the very next inning and threw Gilpin into the breach on the mound.

There followed seven of the fanciest innings you'd want to see in softball. For the next five chukkers we got two hits and they amassed one. Errors in the third gave Harvey two unearned runs to tie things up five all, and there the score stood going into the eighth, an extra inning.

Then, with two down, Kuba came up with a friend on third and popped a Texas league two bagger at **Stan Underwood's** feet in short right field. The one run lead looked very tough as Douglas came to bat.

That is, it looked tough to everyone but **Porky Perkins**, who rapped a single over second. Wilson did too, and the centerfielder kicked the ball around long enough to let Perkins score. It was late then, and growing chilly, and Manager **Howard (King Kong) Jong** wanted to get home. So he batted for **Atkinson**, who had fanned twice, and pasted a game-winning single over third. Seven to six, that made it, and another four hitter for Blackburn.

There are still the city championship playoffs, now in some confusion due to the dimout, but already a trophy is enroute to the league champs from city playground officials.

They are a fine bunch of ballplayers, and deserve thanks and congratulations from the whole plant.

LONG BEACH

by Al Ritter

L. B. Divot Diggers Down Santa Monicans

Long Beach Douglas' top flight golf team had it out with the Santa Monica putters Sunday, August 23. The match was played on the Lakewood Country club course with Long Beach the victors by a score of 18 to 12.

Egbert of Santa Monica won the low net War Bond, turning in a score of 70. In the low gross flight **Don Winge** of Long Beach tied with **Marshall Holt** of Santa Monica. Winge's score was 71 with a four stroke handicap and Holt's a 73 with a six stroke handicap. Each man will receive his half in War Saving Stamps.

The line-up by pairs for Long Beach reads:

Roy Chapman and **Oscar Hoberg**; **Don Winge** and **Curt Straube**; **L. Tomlinson** and **Lloyd Morgan**; **C. Hinsley** and **D. Grosenbaugh**; **Art Johnson** and **J. Robinson**; **Dot Kielty** and **Quintana**.

The losing team had some excellent golfers which was obvious by the final results. They were hampered by two of their teams not showing up for the tourney. **Curley Clavelot**, Santa Monica, claimed an 80 on the 79 par at the course.

Curt Straub and his ten-man team are ready to challenge the best of them. Who wouldn't with the team turning in scores in the 70s and low 80s.

Rod and Gun Club Elects Officers

The Rod and Gun club held its elec-

tion of officers Sunday, August 16, with the following results: **Wesley Landon**, Dept. 221, president; **D. C. Cornell**, Dept. 268, vice president; **James Womack**, Dept. 221, secretary-treasurer; **Ralph Brooks**, Dept. 223, sergeant-at-arms.

Plans were made for a deep sea fishing party some time this month out of Balboa Harbor. Some of the boys already are rehearsing fantastic tales about the albacore and yellow-tail they expect to catch.

Maintenance Jeeps Win Bombers Bowling League

The invincible Maintenance Jeeps of Dept. 222 demonstrated that bowling is only a game of knowing where and when to strike this month when they won the league championship by three games. The P-94s finished in second place with the Muskateers, Toolies and Live Wires tied for third.

The Tulloch trophy was presented by **G. R. Tulloch**, assistant manager. This trophy will stay in possession of Dept. 222 until another team shows its superiority by winning over the Maintenance Jeeps in league bowling tournaments in the future. The next league will begin the second Monday in September.

The Major alleys presented another trophy to the winning team, along with gold tie clasps. Welfare division presented small gold bowling balls to the first team, silver bowling balls to the second team. Bronze ones will go to the third team after the final playoff.

Hank Heyer of the Maintenance Jeeps came out with a 589 scratch to win total pins for the year and high series in the sweepstakes. **W Dunn** won the high game sweepstakes with a 231 score. The mighty Muskateers won high series in the sweepstakes, and again the



GOLFERS who beat Santa Monica team. Standing left, **Curt Straub**, **Dorothy Kielty**. Rear, **Clarence Hinsley**, **Wilbur Croons**, **Lloyd Mergen**, **Walt Miller**. Seated, **Art Johnson**, **Don Winge**, **Bob Quintana**, **Jack Robertson**, **Les Tomlinson**.



SOFTBALL stars. Top, M. Cooke, V. Hill, V. Peterson, R. Schmidt, C. Isham. Lower, L. Lewis, O. Cooke, B. Lindsay, S. Specht, and N. Fuhrmann.

Maintenance Jeeps copped high game.

And so ended a thrilling night and an exciting tournament, mainly so because it was anybody's league right down to the last game. The Jeep's motto was, "When things look the toughest, strike."

Ladies League On Last Lap

The Douglas ladies bowling league is now in the last lap of a long and hard fought tournament. As usual the Five Strikes keep the lead, followed by the Bowlers Over and Question Marks in second and third places respectively.

Score now stands thus:

| | Won | Lost |
|---------------------|-----|------|
| Five Strikes..... | 40 | 14 |
| Bowlers Over..... | 31 | 23 |
| Question Marks..... | 30 | 24 |
| DC-5s | 26 | 28 |

Margaret Williams deserves a line for rolling high season game of 242, Mildred Hoover tagging along with title of high average bowler.

Girls' Softball Team Wins 9, Loses 3

With women sharing working and sporting honors, here's another one for their scrapbooks.

Our Douglas All Star Girls softball team has carved a strong name for themselves in Southern California. Out of nine games our girls have lost but two. Latest victory was a 3 to 1 decision over the girls from Monterey Park, with Virginia Hill doing some top notch catching.

Team lineup is as follows: V. Peterson, first base; Lewis, left field; V. Hill, catcher; Cooke, pitcher; Lindsay, right field; Specht, third base; Fuhrmann, shortstop; Isham, second base, and Cooke, center field.

The girls were all set to trounce the North American nine the other night but nobody showed up.

Schedules Golfers Burn Up the Course

The golfers of the schedules department now are proud possessors of trophies plus two powerful six-men teams ready to show anyone how the game should be played.

D. S. Scott, administrator of schedules, presented awards to the following: L. E. Benedict, Dept. 227, first flight; M. P. Hoth, Dept. 274, second flight; A. L. Ricketts, Dept. 24, third flight; Lloyd T. Morgan, Dept. 274, championship flight.

Sunday, August 9, the final playoffs were held at Recreational park in Long Beach to decide the representative teams. Team members and their scores were: First team, Dan Molina, 69; J. B. McCambridge, 71; James Croon, 72; Lloyd Morgan, 73; F. H. Gale, 81; R. E. Smyth, 82. Second team, R. Wilkerson, 83; P. Watson, 84; H. Liutjens, 85; M. Y. Moffatt, 87; Lee Benedict, 87; Al Shepard, 88.

Margaret Hoberg of production planning won honors in the women's flight and was justly awarded a trophy by Mr. Scott.

Dean Pote has earned the title of "Dean" of tournament managers for the fine sportsmanlike way he ran the tourney.

The month of September will bring the formation of an all plant open golf match. These tournaments will be held every four months with five awards to the winners.

TULSA

Rod and Gun Club Expects 1000 Members

One of the most recent activities springing to life at the Tulsa plant is the Rod and Gun club. Organized by a small group of enthusiastic sportsmen, the club gained immediate interest of the employees and every meeting has been well attended.

The aim of the club is to organize Douglas sportsmen so they may enjoy competition in a well rounded sports program.

The first meeting was held in the dining room of the cafeteria where an interesting movie of fly-casting was shown, and all sports were discussed at length, with members swapping stories of their luck and skill.

Membership has grown in four semi-monthly meetings to 220, with an expected total of around 1000 this fall. Present officers of the club are: A. P. McCulloch, president; J. H. Sands, vice president; John Howard, secretary; R. W. Long, treasurer; Verne Talbott, sergeant-at-arms. Committees include: R. W. Cornwell, entertainment; Don Asbury, hunting; Charles Wynkoop, rifle shooting; Sgt. Earl Holland, pistol shooting; A. L. Lehman, events and contests; Dan Corcoran, publicity; C. H.

Nichols, procurement; C. G. Casteel, transportation; H. P. Maginniss, general publicity; D. M. Golding, advertising and promotion; W. N. Mallett, trade and exchange; J. D. Cox and W. D. Gorman, field trial.

Stabilizers Win Bowling Title

The Douglas Summer Mixed Bowling league ended August 17 with the Stabilizers team victorious. Captain of the team, Lu Best, and members Leota Vincent, Frank Lynch, Valerie Best, and Jack Howell copped the honors by winning 21 games and losing 6.

Lova Bedwell of the Bombardiers carried the season's high for ladies individual game with a 196 until the last game of the season, when she was nosed out by none other than her sister, Leota Vincent, who popped a 198. Leota also ended the season with the high average for girls and with high series, having a 551.

Bob Warnock of the Bombardiers also carried the season's high with a 224 until the last night, when Bill Mallett, captain of the Tailheavies, rolled a nice 242. Dick Bedwell, captain of the Propellers, held the season's high for men's individual series with a 591.

The Cali-Oakies ended with 854 for high ten and the Bombardiers came through with a 2340 for team high thirty.

Several leagues are now being organized for the fall and winter season.

Jack Shields Wins Golf Tournament

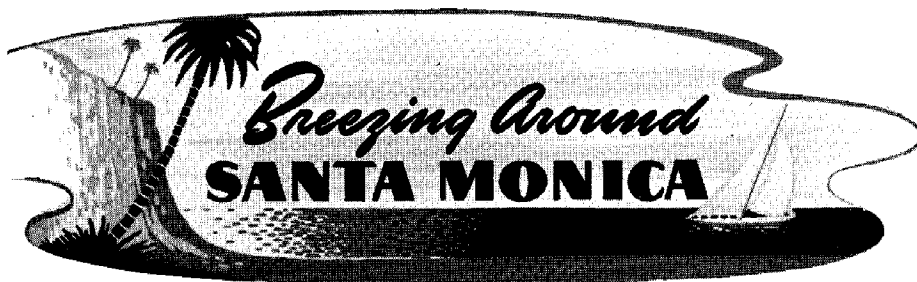
When the smoke of battle cleared away, and the divots stopped falling, the championship of the first Douglas golf tournament this month nestled in the arms of Jack Shields, Dept. 803.

'Twas a bitter and interesting battle, hard fought from tee to cup, with A. L. Poteet, Dept. 131, going down two-up. On the seventeenth green Jack sunk a long and curving putt that not only took the hole but the match and the Douglas championship as well.

This match brought down the curtain on the first Douglas golf tournament to be held in Tulsa. To say that it was a success is putting it mildly, for 64 men took the tee in the qualifying round and finished in grand style.

Prizes to the winners were War Stamps and playing memberships in the Northridge Country club, over which course the tournament was held. The winners in the other flights were as follows:

Bomber flight: Pat Burton, Dept. 225; runner-up, T. H. Behrenfeld, AAF; consolation, Glen Davis, Dept. 632. Pursuit flight: A. R. Bartnick, Dept. 352; runner-up, John Herriman, Dept. 38; consolation, Kile Miser, Dept. 298. Trainer flight: W. J. Reasor, Dept. 227; runner-up, John Howard, Dept. 355; consolation, J. P. Botkin, Dept. 352.



by Darrell Marks

"The beautiful sight of the day is the sight of a flight of A-20s, any series—the more the merrier. All one can hear is 'Boy, I sure wish there were more.'" That was the plea received by Airview this month from **Alan Bruce**, machinist's mate first class, United States Navy. Bruce used to work in the raw stock department at the Santa Monica plant.

Army Stuff

Draft boards have dug deeply into the inspection department. Among the boys going out to "give out" are **Arthur Tillinghast**, **Harvey Bauler**, **Don Haug**, and **W. J. Cook**.

Dodie Lee bade farewell to Dept. 221 on the twenty-sixth. He's enlisted in Naval aviation.

Anxious to fly instead of plan, design, or build airplanes are **Alvin Crow**, Dept. 442; **Donald Saltee**, Dept. 443; **Hy Williams**, Dept. 444; **Gaylen Wootton**, Dept. 632; **Fred Savelle**, Dept. 634; **Marvin Ginsburg**, Dept. 652; and **Ed Stolberg**, Dept. 803, who have joined the Army Air Forces; and **Gene Posa** and **George Cunningham**, of Dept. 635, who have chosen the Naval aviation. . . To the Army have gone **Don Leishman**, Dept. 652; **Joe McCutcheon**, Dept. 633; and **Henry Pershing Ford**, of Dept. 443. . .

To the Navy went **Ray Scarborough**, Dept. 444; **Charles Armstrong**, and **Joseph Day**, Dept. 445; **Robert Willis**, Dept. 633; **Clem Wright**, Dept. 651. . . To the Naval Reserve: **Thomas Eric Springer**, Dept. 802; and **Thomas Fegers**, Dept. 803. . . To the Coast Guard: **Joe Pitts**, Dept. 632.

The following men, formerly of the paint department, have traded spray guns for Tommy guns, having joined

the armed forces to help sink the Rising Sun: **Earl E. Larson**, Dept. 42; **A. T. McNeil**, Dept. 161; **A. Thorburn**, Dept. 42; **R. Garvey**, Dept. 42. . . Dept. 403 also reports the loss of two good boys to the Navy, **Wadsworth** and **Sherinay**. . . I doff the old chapeau to **W. P. Mumpower**, may his tribe increase. **W. P.**, an installation man in Dept. 831, has three sons and two sons-in-law in the Army, while his youngest son, **Pat**, is an air-raid warden in Los Angeles.

Dept. 227 is busy these days doing its bit for Uncle Sam—in more ways than one. . . **Lorin Blount** left to join the W.A.A.C. . . **Kay Kirkwood** has joined the Air Forces, and **Cedric Kimball** and **Al Weigler** will soon be leaving for "parts unknown." . . and helping to bring in new recruits is **Jack VanBuren**, proud father of a baby boy—**Martin C.** . . and the **Tim Babcocks** also had a new arrival at their home, a baby girl . . . as did the **Massaros**, he of receiving inspection—a boy, **Harry James**.

LaFrance Urac, of Dept. 246, now **Mrs. Marshall Hanks**, left us for a better job—housewife next door to hubby's camp. . . **Violet Christianson**, first shift, has taken over duties of head typist on second shift, a place left vacant by **Mrs. Hanks'** departure.

Charlie Leaman, Dept. 24 supervisor, returned from a wonderful vacation at Big Bear only to find himself on second shift—and he is not fond thereof. . . **Loy Christner**, of Dept. 242, surprised everyone by returning from his vacation with a cute little redhead now known as **Mrs. Loy Christner**. . . **Mary Bowyer**, Dept. 246, is visiting hubby at the Naval Hospital in Norfolk, Virginia. . . **Shirley Jackson**, Dept. 246, recently re-

ceived word that friend husband has been made a captain in the U. S. Marines.

Dinner at Lowry's followed by a personal shower was given by gals in Dept. 245 for **Dorothy Doman** . . . while dinner in Chinatown was given by gals in master files for **Beth Sullivan**, **Lola Morse** and **Myrtle Fohr** when these lassies transferred to various departments in the planning section. . . **Jim Bigelow**, supervisor, received a portable radio-bar, gladstone fortnighter and cigarette lighter as going away gifts from fellow workers when leaving for another assignment.

On August 9, a picnic was enjoyed by Dept. 201 at Ladera Park in Inglewood. Things started with lunch and rain at 11:30; they played ball, ping pong, croquet, horse shoes and shuffle board with rain at 30 minute intervals. Everyone including the kids had a grand time.

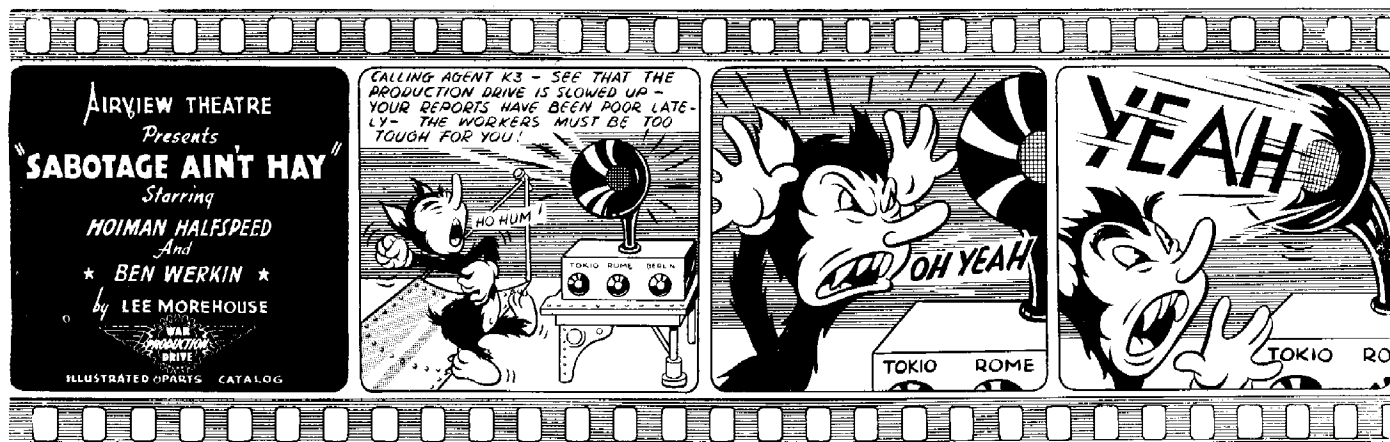
Dept. 511 had a picnic at Lake Enchanted one recent Sunday, with baseball, swimming, dancing, eats, et al. The picnic was sponsored by **Ed Temple** and **A. N. Smart**, senior leadmen on second and third shifts respectively. The Dept. 511 ball team defeated the Consolidated Steel company team.

Helping to subdue the proverbial "You'll have to wait for the day shift," the personnel department has opened its rate and transfer group on third shift. Experienced swing-shifters **Lillian Branch** and **Grace Miller** will supervise the new rate and transfer a group on third shift while **Nancy Cummings** will handle the verifications office. . . **Margaret Cloes**, late addition to Dept. 351, hails from Cordova, Alaska. Says Margaret: "You gotta have lotsa cloes to keep tepid in Alaska."

Lynn Baxter, Dept. 152, is courtin' **Louise Simpson**, pretty drill grinder operator of the same department. They tried to keep it a secret but made the fatal mistake of going horseback riding in the remote outskirts of civilization, past the residence of the Hermit of Topanga, **Raoul Gripenwaldt**.

Here and There

Mrs. Girard, of the chief inspector's office staff, will leave very shortly to join her husband who is with Uncle Sam's fighting force in Georgia. . .



Larry Guy, son of Mrs. Guy, of Dept. 113, was the victim of a rather serious accident when he fell from an acrobatic bar and broke both of his wrists.

L. S. Woodruff, in Dept. 116, has just returned from St. Louis and Dayton, where he spent considerable time visiting the Curtiss Wright factory at Lambert Field. . . Marjorie Lee Brewer has again returned to the fold after escorting her mother to Spur, Texas.

Neil Henderson, of the process inspection group, has completed negotiations for purchasing a house in San Fernando Valley.

I don't know how people manage to keep these things so quiet. It was only by the merest chance, seeing the wedding ring on her finger, that Bob Stock discovered that Juanita Strickland, of personnel, and Lou Archambeau, of production control, slipped off to Yuma and were married by a justice of the peace on August 22.

Back from the Navy is Joe Dodd, Dept. 654, tool design. Joe came in for a few days, was seized with appendicitis, and is suffering the after effects of

Dept. 221, second shift, reports "en masse" the morning of September 10 to donate a pint of blood per person to the Blood Bank. They'll probably report to work on stretchers, but they will have done their bit. This idea was originated by Lou Manss, plant protection, and the department thought it a good one.

Juanita Fail, electric jib assembler in Dept. 38, didn't fail to get her man—Jerry Tusco, of Dept. 146. The couple motored to Yuma on July 25 and were married. . . Mary Fritz, also in Dept. 38, was married to Richard Wirtz, of Dept. 89, on July 18. The couple was married in L. A. where they plan to make the love nest.

That gay caballero, W. D. (Slim) Saunders, Dept. 38, is a firm believer in the motto: "If at first you don't succeed. . ." Having been frustrated repeatedly in his plans, Slim is at long last all set to get married October 4 when he takes his vacation.

Norman Grunesien, Dept. 403, also took unto himself one wife. The nuptial knot was tied August 1.

Another target for Cupid's arrows was Esther M. Binder, one of our third shift Angels of Mercy (a nurse to you) who was married August 8 to John W. Aldrich, employed by the Navy department and stationed at Vega Aircraft.

W. M. R. (Ritchie) Krause, shop project man on third shift, passed out, according to O. M. Monk, the cigars and chocolates the other night after his wife had presented him with a baby girl.

That worried look on the faces of W. S. Kilbourn and C. Dennis couldn't be from the stork's hovering over the premises, could it?

After pacing the hospital floor 12 hours, W. F. Madinger, supervisor of Dept. 50, was presented with a baby girl on August 1. Baby Phyllis Mae and her mother are doing fine, and so is Pop.

Among other proud fathers at Douglas are Walter Pagan, Dept. 632, of daughter Mary Jane, born August 14 . . . and Kenny Maines, Dept. 652, gives us the glad news that to him and Mrs. Maines was born on August 3 another female, Kay B. R. Maines.

A baby boy was born to the wife of

Iver E. Groth, Dept. 501, on August 6 . . . another to the wife of F. G. Walsh, Dept. 275, on August 27 . . . still another to the wife of D. J. Murphy, Dept. 279, on August 18. . . Mr. and Mrs. H. E. Jacoby are proud parents of a baby girl born August 6. The male proud parent of this offspring, Patricia Joanne, spends his eight hours daily in Dept. 201.

The following pappies saw to it that welfare parted with that promised \$5 War Stamp:

Herbert Appleton, Dept. 262; W. C. Armstrong, Dept. 89; Joe Adams, Dept. 48; Harold Bodtke, Dept. 61; E. K. Brazeil, Dept. 223; J. E. Cullen, Dept. 162; E. R. Cordts, Dept. 651; C. E. Clem, Dept. 632; G. Cooper, Jr., Dept. 251; C. Carter; L. Ford; John Gilbert, Dept. 351; R. W. Henning, Dept. 5; Richard H. Holmes, Dept. 8; G. L. Hanley, Dept. 89; Jack Hastings, Dept. 404; J. T. Harrison, Dept. 87; J. R. Jack, Dept. 222; A. R. Kester, Dept. 19.

A. H. Kiebscher, Dept. 221; Clark Metcalf, Dept. 223; E. W. Pynchon, Dept. 501; L. E. Rode, Dept. 201; F. W. Schnedler, Dept. 113; R. A. Shaw, Dept. 143; M. M. Squires, Dept. 151; R. B. Vening, Dept. 241; P. M. Williams, Dept. 4; F. C. Williams, Dept. 503; Gordon L. Wade, Dept. 265; R. N. Miller, Dept. 251; and Elmer N. York.

There were more—oh, lots more—but they ran out of stamps.

WEDDED BLITZ

I leave for work at four each day,
The missus leaves at dawn.
When I get back she's in the hay—
When she returns, I've gone.

Such blissful domesticity!
Our married life? We fake it.
But 'twixt my Uncle Sam and me
While this scrap lasts, we'll take it.

So, Leadman, drive to our
caboose;
Give up your rest-and-fun day.
We need you to re-introduce
The wife and me each Sunday.
—Ken Tarbox

the operation. Reports are that Joe was in a serious condition for a while, but he is now on the well-known road to recovery.

Engineering Notes

by Patsy Kelly

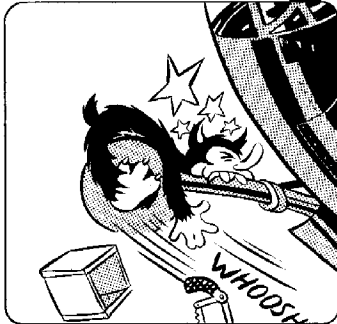
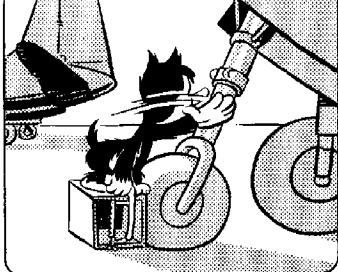
It is gratifying to know that this column was missed last month. Naturally, I did have my suspicions as to whether it really was read—so if I become a bit self-conscious at times you will know why. However, my sincere apologies to those of you who were disappointed.

Dodie Corson of engineering has set a record for bicycle mileage. Dodie's speedometer registers well over 500 miles. Every Sunday morning, when most of us are sleeping, Dodie cycles up the coast road to have breakfast at Malibu Inn.

—I'LL SHOW 'EM, I'M GONNA STOP
PRODUCTION DEADER THAN A DOORNAIL



MIGHT AS WELL START ON THIS—
I'LL CUT IT OFF ABOUT—HERE



The technical data group of engineering held its annual picnic at the Barney Oldfield Country club recently. Approximately 457 members and their guests attended the affair. **Bruce Harvey** was the master of ceremonies. **Russell Brown** of files won the \$25 bond. **Rene DuBry** and **Glen Wood** walked off with most of the races. The blueprint group won the intradepartmental trophy for the tug-of-war contest.

Harold Sprankle of Dept. 116, known professionally in the show business as **Tommy Hood**, has been quite successful as an actor. He has appeared in several radio shows and stage plays. His new show opened August 17 at the Troupers' theater.

Third shift employees have been attending the Red Cross class given at the John Adams Junior High school every morning from 9 to 11. **Mrs. J. J. Lang** is the instructor. **Mrs. Elwyn Beach** and **Mrs. W. L. Brown**, Douglas wives, have completed the necessary classroom work for the American Red Cross nurse aides and begin their 45 hours of supervised hospital experience at the Santa Monica hospital.

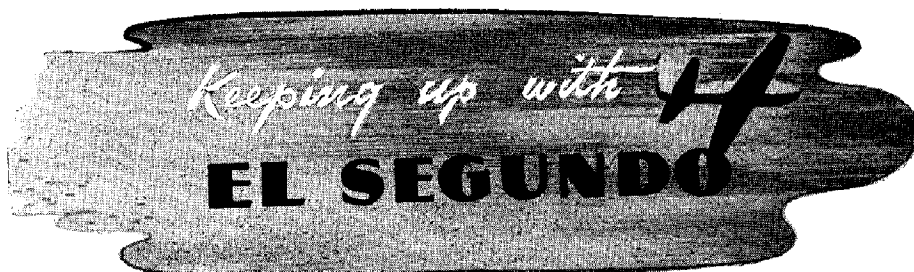
L. S. Nagy of the general supervisor's office really doesn't care for any more quiet black bears. The story is that Nagy went deer hunting up in Lake county and in his efforts to bring home some venison was crouched ready to fire when he heard a noise behind him and as he moved back he stepped right into the arms of a big black bear which weighed about 800 pounds.

Vital Statistics

Gerald Fichter, Dept. 685, was married to **Helen Hall**, Sunday, June 28.

Kay Losey, engineering receptionist, announced her engagement to Colonel **Howard Bunker** of **Wright Field**; Col. Bunker was co-pilot on the first flight of the B-19. **Patsy Shannon**, plant protection receptionist, will soon marry **Neal Thomas** of **Lockheed**.

Dennis Keith Gustavson arrived July 10 at the Culver City hospital weighing 10 pounds 5½ ounces. His dad is **Don Gustavson** of Dept. 12. **Edward Arthur Lundgren** arrived July 6 at the Santa Monica hospital. His dad is **Art Lundgren** of engineering.



by **Clyde Kintz**

Everything happens here—why one can even get a (legitimate) haircut in **El Segundo's** own barber shop and by appointment. Imagine my complete astonishment when, t'other day, some optimistic soul cooed over the phone "Is this the Barber Shop?" I said, "Brother if you keep this up we'll both be nuts."

Dept. 639 has so much room now they have to put their supervisor on the auto call. Personnel used to be crowded in the days of yore, but now desks are so close a fat person has to have a guide.

Parties and Picnics

Parties, pickles, and picnics, were so plentiful last month your reporter couldn't keep up with them. Personnel staged a swank and exclusive affair at the Hollywood Riviera club where a marvelous dinner and evening was enjoyed by all. Your reporter inquired of several personnel dolls about the party and all agreed it was a wonderful party. No, they hadn't gone; but **Ralph Funk**, **El Segundo's** most eligible bachelor, was there.

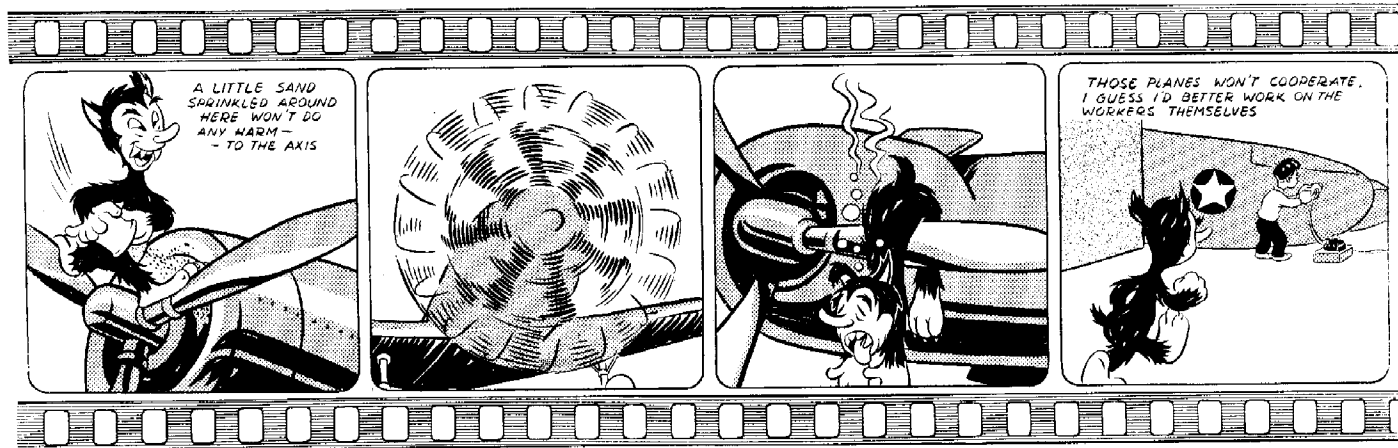
And there was Dept. 4 enjoying happy daze when they gave a big dinner dance at the Casa Manana. Tall, towering **Omia Brown**, 5 feet 2 and red haired, promoted the show. **J. C. Harrington** acted as toast master; **J. Q. Adams** was acting host; **H. H. Lewis**, assistant host. Among the party was **Rosina Smithers** who has been welding for 12 years. Special guests were: **John Thutchley**, general supervisor; **E. O. Lowe**, coordinating supervisor, and **E. D. Bell**, assistant supervisor in charge. Others attending were: **Berneta Martin**, **Dorothy**

Gilger, **Ruby Spriggs**, **Harry Mason**, **Rosena Smithers**, **H. H. Lewis**, **J. Q. Adams**, **R. H. Roelen**, **C. A. Stewart**, **Georgia Dittoe**, **Marie Ousey**, **Pignet**, **Bell**, **Caroline Larensen**, **J. Allmaras**, **Carol Milman**, **Charlotte Munger**, **Lawe**, **Nash**, **Ula Briley**, **L. Vourageris**, **Shirley M. Bray**, **Mary Ross**, **Harrington**, **E. W. Dahlkoetter**, **Kline**, **Ace Lemon**, **Sconchin**, **H. Hart**, **Katz**, **Kiss**, **Jenkins**, **Pat Lister**, **Isley**, **R. B. Fletcher**, **Dorsey Valejo**.

There was a time when all that Dept. 56 could boast was a reputation, a fine supervisor, and a production control clerk, but now it has grown up and had a grand picnic. The moving spirits behind it all were: **Grace Lewis**, **Norm Holland**, **Mary Easton** and **Hugh Decker**. The big celebration, besides just getting together, was the honoring of four of their staff who whispered magic words and got themselves into that mystery land known as cannubial bliss.

Hugh Decker umpired the ball game. **Mrs. V. A. Campbell** won the women's sack race, **Norm Holland** won the men's sack race, Mr. and Mrs. **Harold Evans** won the three-legged race. **Olin (Slim) Hall** won the pop-drinking contest.

No one ever worked harder than **Al Kuebler**, supervisor of Dept. 56, while giving a speech at the presentation of a huge wedding cake and a portable radio to each of the three newly-married couples. **Gerald McWane's** wife didn't arrive on time, and he received no end of ribbing. **Catherine Peterson** and **Ralph Haliford** were together so often the department saw that it had a new romance. **Ed Williams**, the leadman on enclosures, sure likes his spaghetti.





Dept. 56's big picnic last month was in honor of the departments three newlyweds.

Red Culp recently appointed to El Segundo's Bone Yard, as chief supervisor. Elmer Morris telling a tall one with his hands. Jim Cara rolling the boys in the aisles with a new lush story and no matter how dull it is, in Jim's descriptive narration it always sizzles with crisp humor.

Dept. 87 has a beautiful blond sheet metal fitter. Those face guards make people look as though they just stepped out of Buck Rogers Sunday edition.

Harry Cameron, supervisor in paint shop (42) wishes to extend thanks to

all his friends for their expressions of sympathy for the recent death of his father.

Lou Mather, Dept. 271, third shift, and his wife Margurite are the proud parents of a baby girl, Marilyn Kathryn, born August 26.

Hank Bundies little 3-year-old boy Harold, has a new little brother born August 13. His name is Robert Theodor.

Whitley and Yvonne Harris also became proud parents August 13, to little Marshall Esquerre Harris.

Here and There

On Saturday night, July 18 "Cuz Pool's Cuzzins" were again buzzin! This lively group of policemen and their ladies gathered at the Rio Hondo club to make merry until the wee sma' hours. First, a steak dinner, presided over by Officer Sims (by the way, he was once a radio announcer) then door prizes, won by Mrs. J. T. Boutwell, Mrs. P. J. Erb, Mrs. D. Peters and Mrs. C. E. Jenkins (They are all officer's wives), then a grand program and dancing.

August 10 was a big evening for Douglas employees. Two programs with them participating was held on that night. One at the Long Beach Municipal auditorium featured Cecil Hunt, Dept. 191, as blackface comedian; Gloria Carpenter, Dept. 276, tap dancer; Jimmie Lee, Dept. 654, novelty piano; Dona Southern, Dept. 24, popular songs; Virginia Ferenniti, Dept. 276, soprano; and Tex Henry, Dept. 258, guitar and cowboy songs. The show was called the "Victory Dim-out Revue" under the auspices of the recreation commission of Long Beach.

The second event in which Long Beach employes took part was the Guest Star show at the Orpheum theater in Los Angeles. Lory Kopp, Dept. 251, was m.c.; Wally Johnson, Dept. 113, was piano accompanist throughout the program; Rennie Mitchell, Dept. 3, Bill Engler, Dept. 654, and Al Kelly, accompanied on the drums and guitars. Orville Wertzbaugher, Dept. 47, who is state weight lifting champion, performed on his portable trapeze; Kay Kelly, Dept. 38, sang popular songs; Gene Conklin, Dept. 634, Peggy Terrill, Dept. 24, and Frank Smith, Dept. 278, gave a trio number. Myron Hull, Dept. 101, tenor; John Boutwell, Dept. 551, tap dancer; Arden Smith, Dept. 144, comedian; Frank Farrell, Dept. 551, popular songs; Gene Conklin, whistler; and Al Kelly, guitar, all presented individual numbers. The finale of the show was Bud Daugherty, Dept. 95, singing his own composition "Amer-ican."

Party Stuff

A farewell party was given in July for John Manross and Doris Mortenson, both from Dept. 622. They left for the

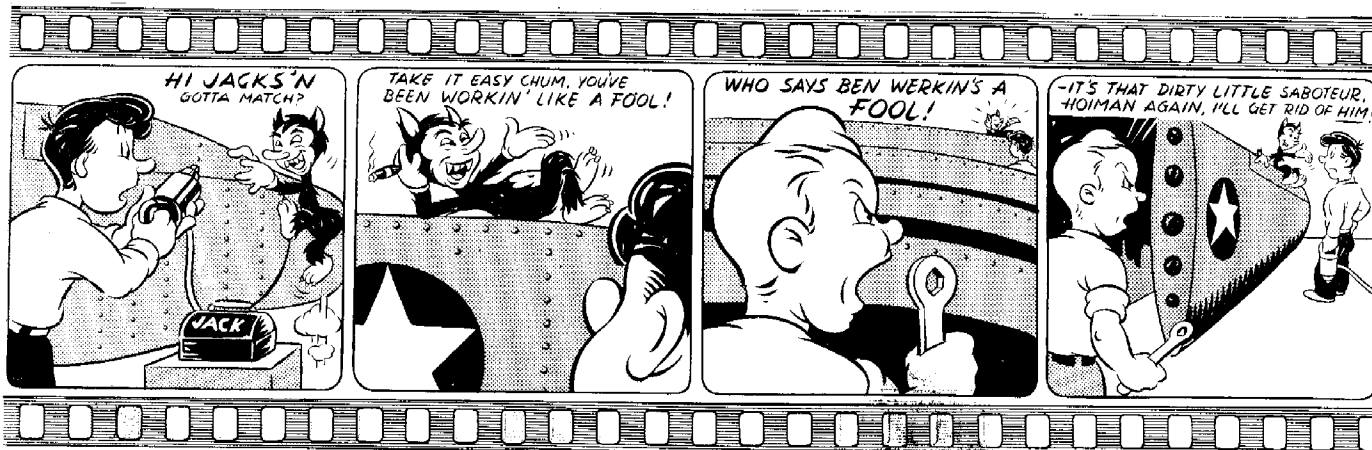
What's doing at LONG BEACH

by Margaret Ball

One year ago this month the first Long Beach Rambling Reporter article was sent in with the starting quip, "We're in the army now."

Little did we realize the truth of that remark, but today, our ranks swelled, and all of us truly "Linked for Victory" we must put every effort into the drive towards victory! This is no time to think of "me, my, or self." This is a time for all of us to realize that

above all things, we must value our freedom and ideals highest. We are as much a part of the fighting forces as the men in uniform—our backs and eyes may ache from long hours over what seems to us trivial, but our final thrill is to see our fighting ships roll off the line, and to realize that even our tiny part sent them on their way. Let's double our efforts, fellow employes —It Means So Much!





Douglas Victorettes. They help entertain service men at dances, parties in Long Beach.

middle west. The party was held at the home of **Art Hogge** with 20 couples from the department present.

August 15 the date, Elks Hall, Anaheim, the place. Event: Production control dance. The job of corralling the wide-spread personnel of P. C. for a dance was that of **Dorothy Adams**, Dept. 620, **Ray Schulz**, Dept. 270, and **Mike Welsh**, Dept. 273. This is the first big get-together that production control, Long Beach, has had. It was a great success.

The Douglas Victorettes, organized as a group of girls to entertain the service men at dances and parties, are growing fast. Technically under the auspices of the Soldiers Benefit committee, they now have five captains, with a group of 20 girls for each unit. The captains are: **Mary Bontrop**, Dept. 277, **Ellen Kelso**, Dept. 229, **Fran Stivers**, Dept. 351, **Mary Lou Young**, Dept. 276, and **Velva Long**, Dept. 260. These girls have been very enthusiastically received by the men of the various regiments stationed in and around Long Beach and much favorable comment has been received from their officers.

About People 'n Things

N. N. Leonard, Dept. 801, returned from his vacation in Yosemite fully convinced that mule stories are not exaggerated. He and Mrs. Leonard took a 40 mile mule trip through the park and he says, "The mules thoroughly enjoyed

the trip." Dept. 144's genial supervisor, **L. W. Leech**, spent his vacation gardening, tuning his car and enjoying the beauty of Sequoia National Park. **Woody Johnson**, Dept. 854, made a flying trip to Texas to visit home folks. The high Sierras lured **Lee Benedict**, Dept. 273.

Johnnie Liekhus, Dept. 151, and **Charley Farley**, Dept. 651, have joined the Army Air Forces and are waiting to be called into training.

Ruby Corput, Dept. 652, is the wife of Colonel G. M. Corput of the U. S. Army and is a woman tool designer. She patriotically invests her entire salary each week in war bonds. Mrs. Corput is also an accomplished artist.

The girls of Dept. 651 gave a shower for **Barbara Whitmore**, who is to be married to Lt. Lee Vincent, U. S. Army Air Forces, in the near future.

A war bride of 1917, **Alma Knowlton**, Dept. 490, celebrated her silver wedding anniversary on July 23. Her proud husband is **C. Ashley Knowlton**, Dept. 277.

One of the loveliest weddings of the year was that of **Esther Louise Cooke**, Dept. 24, to **C. C. (Jim) Martin**, Dept. 276, on July 26 at the Pacific Coast club.

The names of two lucky grooms have been received but not the brides. Congratulations anyway to **Glen L. Buckmaster**, Dept. 634, and **Harold C. Jones**, Dept. 117.

Crib Control

Dept. 308 has two new papas, **James W. Carey** is the new daddy of **Phyllis Jean Carey** and **Harold Mitchell** the papa of **Sharon Anne Mitchell**.

July 22 a son, **Michael** was born to Mr. and Mrs. **Edgar E. Kinyon**, Dept. 403.

N. H. Volland, Dept. 651, is the daddy of **Pamela Kay Volland**, born June 29.

Robert Agnew, Dept. 118, has been floating around in the clouds, according to his department, since the arrival of son **Robert, Jr.**, on August 9.

Dept. 81 reports the following additions: **Charles Robert Cox** to **Robert Cox**; **Lucille Cherie Martin** to **Walter D. Martin**.

It's twins! **Charley Mayse**, Dept. 651, should get two war stamps for **Charley Auver** and **Charlotte Laverne**.

IS IT CRICKET?

A busy workman's ear had caught an ominous sound—like the tick-tick of an alarm clock where no alarm clock should be.

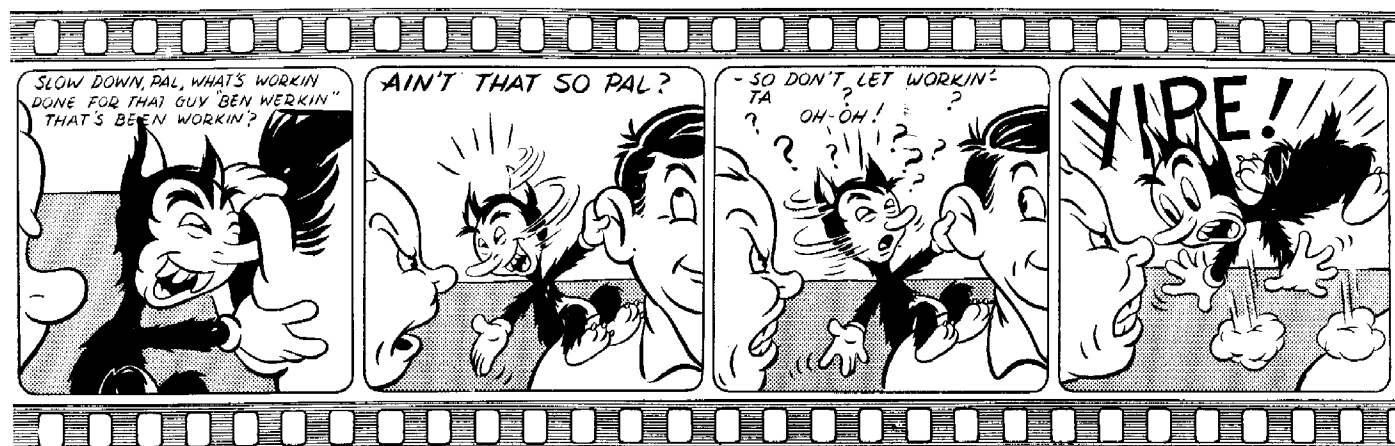
"Listen!" Stockroom V, Dept. 278, Building 15.

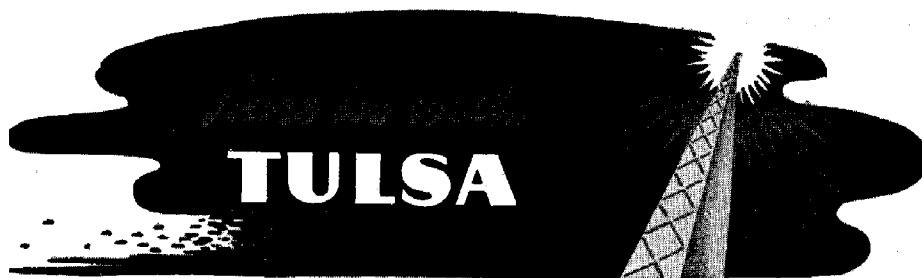
The sound continued unabated from beneath a pile of stored parts. The workman hastily called two of his fellows. "This is a case for authority," one said grimly while the others nodded solemn agreement. A guard was quickly summoned.

There was no doubt about it: something was ticking with definite regularity.

With set lips and determined mien, the men and the guard set to work. Hands flew! Parts were moved post-haste! And there at the bottom of the pile, calmly fiddling, sat a cricket!

P. S. Never mind, boys. Alertness like that can help win the war.





We'll get on the beam by welcoming some of our vacationists back. **Ray Thompson**, Dept. 110, enjoyed a week's vacation in Colorado and points west. A trip we will all enjoy hearing about was taken by **Everett Athens**, personnel, with **George White**, Dept. 24, and **Jim Stovall**, Dept. 227, our two latest credits to Uncle Sam's forces. They drove down to Florida to spend a few days on the cotton plantation of one of their fraternity brothers whom they had not seen since college days.

Frank Lynch, timekeeping, just returned from Hyannis, Nebraska, where he spent two weeks playing "cowboy." Frank says, "You've lived an easy life until you get caught in a rain storm out on the range."

Back to the office, we visited the swimming party, dinner dance of production control held at Oakhurst. Forty couples turned out for swimming at 7:30. A buffet supper was served followed by dancing. A midnight snack of hamburgers ended the party.

Newlywed **Paul Kendall**, Dept. 151, turned up Monday morning with a blue-black "beauty" on the left eye! Questioned, he offered no explanation. Can this be the matrimonial influence? There's nothing like getting off on the right foot. **Ray Thompson**, assistant chief inspector, is welcome back from a business trip. **Paul Frazier**, Dept. 113 and **Paul Lomax**, Dept. 331, will wear more clothes next time they go fishing. Too much hot sun—they are eating off the mantle. . . . **Charles Lungsford**, Dept. 370, is doing his part in the share-the-ride program. He fills his car each morning coming out and each evening going home—with all girls. The boys in the fire department got together and gave Chief **Kenny Graham** a ruby Masonic ring when he recently took his

second degree in Masonry. **Frank Carson**, **Bruce Lovelace**, and **R. W. Cornwell** took a first degree in the lodge at the same time. . . **Ray Smart**, Dept. 306, tire inspector in the transportation bureau is wearing his optimism these days in the form of a necktie. In black design on salmon background you can plainly read "cheer up" an encouraging note to tireless car owners. **Allen Wambolt**, Dept. 24, has declared his intentions with a beautiful diamond on the finger of **Lois Hixson**, Dept. 221. Congrats are also in order for **Mary Beatrice Lang**, engineering, **Dorothy Jean Lee** of engineering files, and **Oneta Ellison Askew**, personnel, who have all turned "Mrs." in the last month.

Sidelights

Latest production sidelight: a tiny white cur dog having made Tulsa plant her home has recently become a mother in the engineers' warehouse. The engineering department is sorry to lose **Mary Unwin**, **Dave Dunlap's** secretary, who has retired from the office to become a mother. We welcome **Eloise Randall** in her place. **W. W. McCarty**, forms and procedure, experienced a "turnabout" when his girl was called to duty in the CAP. Cheer up Mac, it isn't for the duration. . . . **Donald L. McLeod**, timekeeping, was groom at one of the nicest church weddings when he married **Betty Mason** this month.

At the last Oakhurst informal dance **Louise Martzolf** was a charming hostess, having arranged the party and seen that everyone enjoyed himself. The Firemen's Trio of **Lieut. A. D. Payne**, **Clarence Harper** and **Gerald C. Bell** sang the official Douglas song "Out of the Sky" and led the dancers in singing it. **Mary Kay Tonahill** never misses

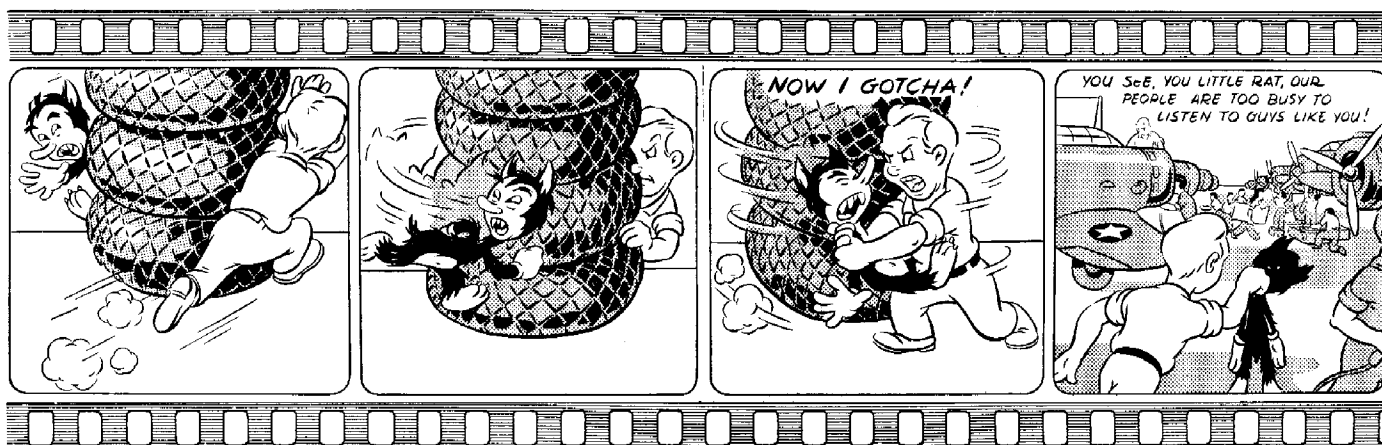
a dance, and in her platform shoes and skyhi turban she is a miniature of **Carmen Miranda**. **Betty** and **Jimmy Kindall** came out to the party and had a fine time. **Mrs. Ken Farrar**, who has just recently returned to Tulsa from a vacation in California, sported some green nail polish to match her sports suit. **Julia Darnell**, who is a dead ringer for **Joan Crawford**, looked even more so in a flaming red dress. **Charles Erbe** turned out to be typical "Callie-Kid" in sports togs. **Vera** and **Jack Gregory**, are still honeymooning and only have eyes for each other.

D. L. Thomas, Dept. 356, traded the family car for a streamline scooter, with luggage carrier, which he uses for transportation to and from his work, as well as for family transportation to theaters, bowling, ball games, and even on fishing trips.

Congratulations for new arrivals in the family go to **Mr. and Mrs. Robert Earl Noyes**, personnel, a girl; **Mr. and Mrs. Dave Ladd**, engineering, boy; **Mr. and Mrs. Seldon Hall**, Dept. 7, boy born in California.



*TWENTY MILES a day is recorded on pedometer of **Mary Kay Tonahill**, cowboy-booted mail delivery clerk.*



Around the World

• Concluded from Page Nineteen

Libya and into Egypt, and by no less an authority than Air Vice-Marshal A. V. M. Dawson, chief of the United Nations air forces in Egypt, was told that Bostons saved the day.

"If it hadn't been for Boston bombers," the air vice-marshal said, "the United Nations forces would have been swept back into Palestine."

All the service group was glad to be home for a while, but eager to go back to the war in the Middle East despite a steady diet of fish and mutton, no white bread, milk, butter or potatoes, the worst coffee in the world, bugs, flies and mosquitoes and temperatures ranging from zero to 130 degrees.

Training

UCLA Aircraft Classes On Three Shift Basis

★ ONE hundred and fifty part-time tool engineering classes are to start the week of September 14, in three different locations, with classes starting at noon, at 7:30 p.m., and at two o'clock in the morning, the University of California at Los Angeles War Training office announced this month.

All classes are tuition-free and are open to aircraft personnel and to men from other war-time industries who are high school graduates or who have had equivalent experience.

Classes will be held on the UCLA campus, in Inglewood and in Long Beach.

The tooling courses are divided into four general classifications, according to Professor Thomas A. Watson, supervisor for the war training courses in tool engineering. These are drafting courses, with eight different classes;

lecture courses, with 10 classes; lofting, with four classes; and mathematics, with three.

For further information call or write the University of California War Training office, 337½ North Beverly Drive, Beverly Hills.

Burma

PAA Explains How to Carry 74 in 21-Passenger DC-3

★ THE mystery of how 74 passengers and baggage squeezed into a Douglas DC-3 transport in Burma is solved.

Quoting William I. Van Dusen, director of public relations of Pan American Airways, *American Aviation* of September 1 tells the complete story, a story which should be in the war-time annals of aviation. The particular trip was handled by China National Aviation Corp., a PAA affiliate. This is how Van Dusen described it:

"This evacuation business was started (about March 1) by C.N.A.C. about the time of the evacuation of Rangoon and continued by them, with the Army, when they pitched in to help just before Burma folded.

"Gross weights in wartime, particularly under fire, would scare the civil air regulations boys, but sometimes they have to do it. But it is by no slipshod method that they pile up the weight. Gross weights of 28,000 and above have been used pretty regularly in Africa; 30,000 was used in our evacuation of Hong Kong. About the same gross was used on the Burma operation and no record is known of a captain quibbling about a few pounds over when those few pounds added up to another life saved or another life lost, he being thoroughly familiar with the plane's possibilities.

"The pilot was Charles 'Chuck'

Sharp, chief pilot and operations manager of C.N.A.C. The flight was from Burma to India. The passengers were: 22 'kids', 1188 pounds; 21 women, 2194 pounds; 10 Indians, 1404 pounds; 21 'troops', 5570 pounds; luggage, 592 pounds. Total, 10,948 pounds.

"And here's how they rode: 28 in seats (the side arms were removed, allowing three to sit in a double seat); 22 kids on top of those seated—that made 50; 4 of the Indians rode in the little girls' room and 6 in the forward mail compartment, leaving 14 standing in the aisle, and of these two were stretcher cases!

"You can see from that, a 'regular' load of those little people out on that part of the world runs about 60 per flight. If you break down those weights you will see that the kids average about 50 pounds, the women about 100 pounds, the Indian men about 140, and the British and American troops about 170. The baggage aggregate on such trips averages about 8 pounds per head."

Credit

Credit Union to Issue Quarterly Statements

★ QUARTERLY statements of individual share and loan balances will be available to members of the Douglas Credit Union at the Santa Monica and El Segundo plants on October 10, the Credit Union announced this month.

These statements, similar to regular bank statements, will be prepared as of the first day of each quarter beginning October 1.

Statements will be mailed to members who submit self-addressed, stamped envelopes to the Credit Union office or may be secured in person by calling at the office.



Shop Suggestions

• *Concluded from Page Twenty-seven*

angles. This alone saves six man hours per ship. The idea also cuts down sub-assembly time. Fewer parts are handled and the spotweld method is used instead of riveting.

The list of other employees who have received recognition for their shop suggestions are as follows:

Santa Monica

B Awards—\$20 each in War Savings stamps—J. H. Fisher, A4-101; W. Carlsen, A6-35; C. F. Bisbee, A201-769; W. F. Harper, A990-37; B. P. Heinmiller, A38-116; Alfred Hager, A444-274; Nelson R. Wright, A514-219; Elwood Perren, A56-38; Arthur D. Hollis, A74-221; Guy Messenger, A86-23; N. J. Vaccaro, A635-34 (joint award).

C Awards—\$10 each in War Savings stamps—Charles McClellan, A1-993; C. G. Hart, A134-7; Edward P. Schafer, A144-97; Lee A. Rutter, A153-26; R. J. Scriven, A162-16; Joseph J. Johnson, A201-72; Ben Ashbaugh, A36-703; John DePuy, A511-239; Edwin F. Ball, A511-268; Jess P. Morlan, A514-63; Clint E. Chapman, A521-272; W. C. Childs, A114-8; Paul H. Mattersteig, A-59-209; C. W. Tindall, A-59-258, (joint award); John D. Blake, A702-44; Donald A. Mayer, A803-207; Fred A. Grey, A662-560; Jack Childers, A85-72; Walter E. Brown, A85-6; G. F. Abell, A87-687; R. G. Palmgren, A87-594.

D Awards—\$5 each in War Savings stamps—H. P. Mitchell, A4-226; R. T. Metz, A4-136; Noel J. Hogston, A4-37; Harry Coleman, A4-3; L. R. Gingery, A4-784; John M. Christopher, A5-460; Keith Ross, A5-265; G. G. MacDonald, A5-296; R. E. Kennedy, A5-211; Kenneth Halverson, A5-271; A. L. West,

A632-108; Dorothy F. Selhay, A6-751; George Crosthwaite, A113-61; H. M. Horst, A131-61; J. W. Blackford, A141-108; Robert P. Mitchell, A201-276; J. A. Stahlberg, A144-241; R. J. Haag, A144-85; Henry L. Herold, A144-99; A. D. Cummings, A146-901; N. M. Miller, A48-284; A. D. Weiss, Jr., A162-301; Doane E. Brush, A171-203; Walter L. Retalia, A201-267; David R. Boomer, A201-187; B. H. Bobzien, A201-83; W. B. Adams, A201-260; J. G. Sullivan, A244-714; Alvin B. Kaufman, A374-24; Royal S. Curry, A443-957; C. C. Richmond, A444-294; A. F. Minnick, A50-73; George Werner, A511-285; John DePuy, A511-239; C. Edgar Narum, A59-231; Jimmie Crum, A341-173; Paul F. Carr, A61-237; R. E. Kudile, A61-228; Dwain LaVasseur, A61-287; H. J. Malee, A61-598; Merle C. Marshall, A61-226; E. W. Hendry, A654-3; Edward J. Ryan, A705-204; Robert H. Sauers, A81-204; Robert Fidler, A85-709; George A. Garlock, A85-204; John J. Cassara, A86-25; H. J. Buescher, A87-674; O. M. Rushold, A87-538; R. F. Gunn, A87-530; R. S. Kelsey, A116-20.

El Segundo

B Awards—\$20 each in War Savings stamps—R. G. Miller, B2-728; L. A. Morey, B4-228; M. C. Beckworth, B81-32.

C Awards—\$10 each in War Savings stamps—F. B. Nash, B4-19; W. L. Trusty, Jr., B5-26; Harry Caley, B48-219; L. J. Dvorok, B634-206.

D Awards—\$5 each in War Savings stamps—A. H. Patten, B4-8; S. A. Guss, B50-256; Jake Bott, B634-17; A. L. R. Odette, B639-55; E. Spargo, B802-219; Frank Fertig, B639-268, (joint award).

Long Beach

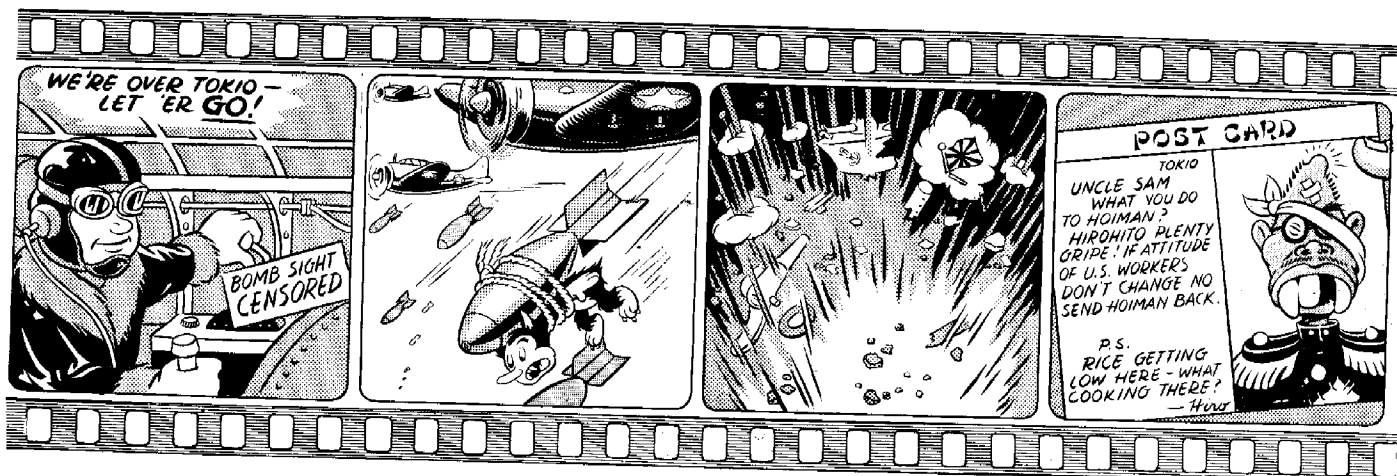
B Awards—\$20 each in War Savings stamps—J. W. Copping, C702-17; J.

**BUY
MORE
WAR
BONDS**

Jurasek, C308-210; Monroe Kidd, C5-867; C. E. Lewes, C81-16; J. H. Randall, C5-747, Geo. Philpatt, C5-707, (joint award); St. Elmo Sanders, C5-348.

C Awards—\$10 each in War Savings stamps—W. S. Alvis, C132-270; R. Campbell, C703-263; C. B. Ring, C703-259, (joint award); Ken Carpenter, C401-20; D. H. Davis, C5-288; Elwyn Goodsell, C531-66; W. E. McDonald, C252-12; H. H. Metzgar, C531-232; M. A. Peter, C3-22; E. E. Storm, C151-82; L. A. Watts, C5-901; J. A. Wardlow, C133-75.

D Awards—\$5 each in War Savings stamps—F. B. Bane, C5-404; R. Benson, C533-66; W. Brodtkin, C192-34; T. M. Davies, C121-42; H. E. Dyer, C134-458; H. M. Eades, C113-407; M. G. Emery, C134-280; G. W. Ford, C142-53; H. P. Holway, C703-727; F. Johns, C551-234; P. F. Krenwinkle, C4-63; W. A. McGarvin, C425-11; J. J. Myler, C703-727; C. W. Owen, C531-82; J. D. Park, C144-283; W. V. Parrish, C623-43; L. E. Roden, C518-233; R. Roehrig, C307-213; T. W. Sharpe, C275-12; S. A. Shaw, C131-41; R. D. VanMatre, C225-735; G. J. Vest, C424-232; A. A. Voss, C225-730; L. A. Watts, C5-901; R. Witt, C144-110.



Glamor Girls of 1942

• Concluded from Page Seventeen

She never was too keen about it for, in all honesty, what is sillier than a couple of toes bared to the breezes merely for the sake of boasting half-a-size less vamp? That small vanity would scarcely compensate for the pain and possible disfigurement of a pedal digit on which a slug of metal or some heavy tool accidentally descended.

She loves her colored shoes. She adores her beach sandals. But Miss Douglassaire clings to her sturdy arch-hugging brogues with a passion. After eight hours of a man's work, the agony of tired feet is nothing compared to the danger of flat arches in evening sandals!

In brief, today's defenderette will be gay in her headdress, original in her blouses, different in her denim ski-pants and she'll be downright insistent on comfortable shoes.

Aircraft's Miss America may have given her jewelry back to the Indians, tucked her curls out of sight and taken over a man's job in a man's world, but she's understandably reluctant to sacrifice any essential femininity for other than the most valid reasons.

She may not have much leeway but you can bet your bottom copper she'll fashion a pigskin purse out of a sow's ear, if necessary, and it'll be prettier than a silk one and far more serviceable.

Aruban Nights

• Concluded from Page Twenty-one

in the unfavorable soil and weather conditions.

The juice of the aloe plant is dark brown in color and has an odor not unlike a dirty shirt. This juice when dried is used as a purgative, a tonic and an emmenagogue.

George L'Odense, upon his arrival at the compound, took up his duties in charge of camp personnel, managing the commissary and the mess housing.

Working under L'Odense were 46 Chinese, five Negroes and two whites. George came to know and appreciate the Chinese for they were intelligent, hard working individuals who asked no quarter.

When the Chinese became ill, George noted that they never resorted to our methods of using medicinal aids, but rather the sick one procured the aid of

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one of his fellow Orientals. The ailing Chinese lay on his stomach and the friend began pinching the ill one's back using the knuckles of his fore and middle fingers. Not only did he pinch but at the same time twisted and pulled the flesh. The suffering Chinese would be so overcome with this unbearable treatment that with great black bleeding welts he forgot he was ever ill.

It was decided that sea water was to be pumped inland 2000 feet to the refinery for cooling purposes in the cracking process. By excavating a flume in the coral earth the water was diverted to flow back out to the sea. Proof that the foundation of this island was not too stable came when the water with sufficient force flowed back to the sea for a period of two weeks, and then, suddenly, to the amazement of workers, stopped flowing and seeped into the porous coral foundation.

One day at the dock George and his companions were watching a ship prepare to depart. A pack of man-eating sharks were cruising hungrily about the ship's stern. A drunken steward had just arrived back to the boat. Staggering along the poop deck he pitched over the rail and down he went into

the water. Hardly had he hit before the lashing shark pack had him. With sober realization he struggled and fought as he was taken under. Reddened swirling water told of the helpless fate the steward suffered.

L'Odense quarters within the compound were quite simple in construction. The upper halves of the sides of the cabin could be folded up to help in ventilating. Also to help on this score, the construction was rather high from the ground. The uprights were placed in pools of oil to keep the scorpions and centipedes from the cabin. In spite of this precaution it was good practice to shake out the clothing and bed linen before putting them to use.

All during George's stay on the island he slept with his head to the head of the bed which isn't too uncommon a practice even in the States. But on one particular night he arrived home and, for an unknown reason, chose to place his head at the foot. He very likely had become so high at the party he attended earlier that evening that upon descending too rapidly experienced the bends. There he was, wrong end to and all scrooged into a knot at the foot of the bed. Good fortune was with him, however, for a group of workmen on the second shift who were blasting coral set off an unusually high charge. A chunk of coral the size of a small watermelon came crashing through the roof to tear into the end of the bed where George usually placed his head. He has always been thankful for the turning influence that saved his life.



ARUBAN adventurer George L'Odense, now in charge of detail scheduling.

Out of Range!



ABOVE the war clamor for air-borne cargo this fact stands out crystal clear: Douglas has built, is building and will continue to build in ever greater volume two and four engine cargo carriers that *today* are "delivering the goods" out of the range

of submarines. Already bridging time and distance in this global war, Douglas fleets of combat transports will soon become mighty airmadas of supply to overwhelm the enemy wherever he may be.

Douglas Aircraft Company, Inc.

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