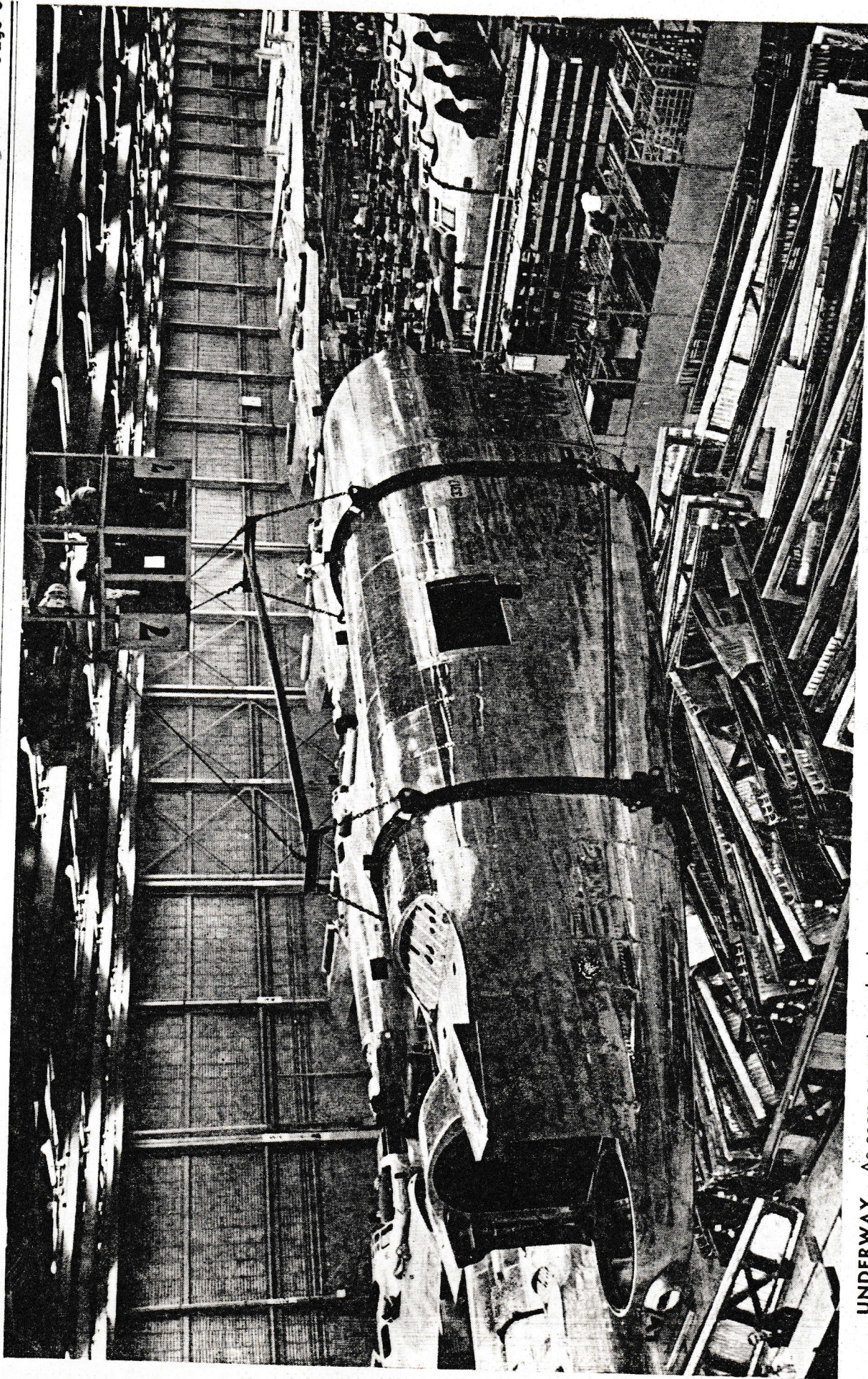
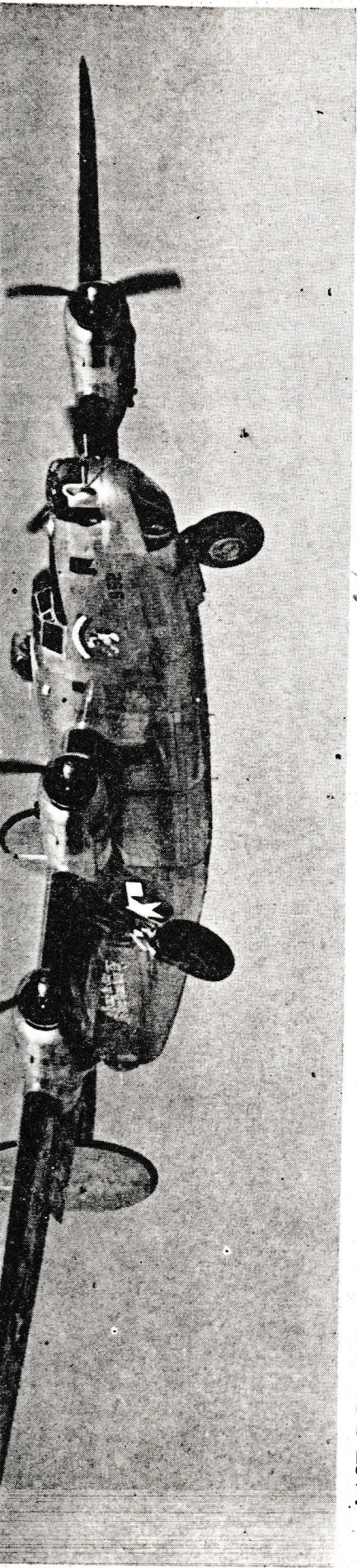




UNDERWAY—As soon as parts and sub-assemblies began to roll in by giant trucks from the Ford plant at Willow Run, the B-24 line began to make production strides. Above, a huge fuselage is lifted by overhead crane over the rows of smaller parts to its place on the B-24

assembly line. Tulsa's Liberator job established a record second to no other aircraft plant participating in the B-24 program. In assembling our last 350 Liberators Tulsa surpassed the production records of great plants on the west coast and middle west.



LAST B-24—A brilliant combat record in Europe was marked up by Tulsa's 952nd and final Liberator. Named "Tul-

samerican", it carried on its fuselage a picture of Tulsa Joe and names of bond-buying employees.

Production Record Breakers

• B-24, C-47 work tops nation's best.

By the time the last B-24 was delivered from this plant, a record had been established second to no other aircraft plant in this country participating in the Liberator program.

The record on file with the AAF Procurement Branch shows that the first bomber assembled in this plant required the use of 12.3 man hours per pound of bomber assembled.

When the 250th ship was delivered, that figure had been reduced to two man hours per pound.

Ship number 750 required but three-fourths man hours per pound and Tulsa-merican, 952nd and last ship, required only one-half man hours per pound.

During the time the shift was being made from B-24 assembly to full produc-

tion on A-26 manufacture, Tulsa volunteered for another job.

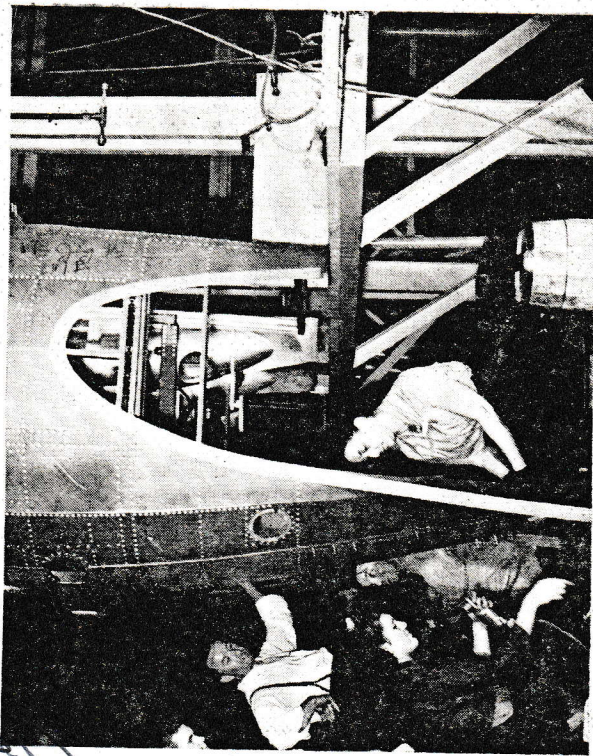
Near the end of 1943, the Long Beach plant found it lacked room and manpower to produce C-47 assemblies needed for D-Day.

From Tulsa, halfway across the nation, came this response:

"We can do it".

Soon there was established what came to be known as the "3,000 mile assembly line". This assembly line stretched from Long Beach to Tulsa.

Coordinating production programs between two plants so far apart, seemed an impossible job, yet some 1,500 workers in a few months completed and shipped to Long Beach thousands of Skytrain sub-assemblies . . . ahead of schedule.



BRIDGE—To help bridge-over between the termination of B-24 assembly and full production on the A-26 manufacturing process, the plant volunteered to make C-47 assemblies for Long Beach . . . assemblies needed in the rush order for transports for D-Day.