

**TULSA**  
**DOUGLAS**  
**Citizen's News**

Vol. II—No. 13

Friday, July 7, 1944

Tulsa, Oklahoma

**Buy a Bond and Put Your Name on Liberator**

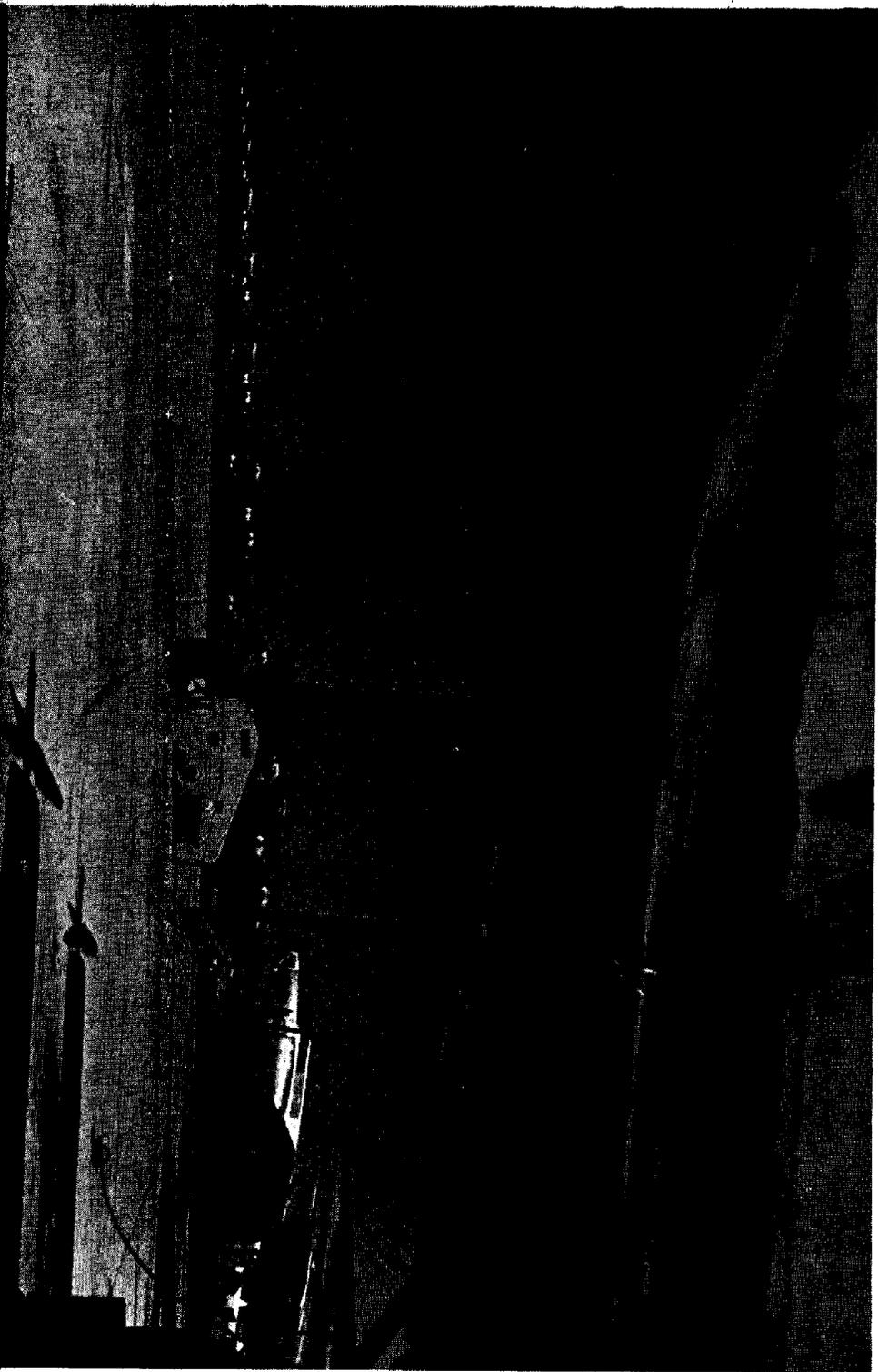
**\*Goal Is Cost  
Of Bomber  
We Build, Buy 'em  
And They'll Fly 'em**

When the last Tulsa-built B-24 rolls off the assembly line this month, it will carry the signature of every employe who has bought a cash bond since July 10.

Beginning Monday, when you make a purchase at the bond house, you will receive authorization to write your name with indelible pencil on this Liberator bomber . . . the bomber which may soon be raining fire on Berlin or leading the victory parade into Tokyo.

Your signature will be a personal salute to the fighting men who will fly the giant ship.

Not only will you have a chance to write your name on the B-24 . . . you will also be privileged to sign a scroll to be placed inside the completed ship, carrying to our airmen the message from Douglas workers: "We build 'em and buy 'em . . . you fly 'em."





Douglas Photo by Wilnot Dalena

**IN THE SPIRIT OF WAR**—That competition has been replaced by cooperation is evidenced by scenes like the one above . . . a long row of Flying Fortresses which were flown here to be stored and checked. Ano-

ther plant needed space, so we offered room on our spacious flight ramps. Lines of B-17s may also be seen at the Mod Center where additional equipment is being installed.

## The C-47 -- A Job Well Done

**To: All Who Took Part on The Long Beach**

**C-47 Program at Tulsa.**

Your job on one of the nation's most important airplanes, the C-47 Cargo Transport, is done—and on schedule.

While you are reading this, the C-47 is active on all Allied Fronts, sparking the progress toward Berlin and Tokio.

Here are a few important facts that took place at the Tulsa plant, in which you played a very important part:

**Department 501:** D-501 was sixty-eight fuselage tops in arrears at one time and finished one day ahead of schedule, picking up the sixty-eight units in only seven weeks. The fuselage bottom sections were completed four days ahead of the scheduled time.

**Department 502:** The nacelles were completed four days ahead of the set time. The trailing edges ended as scheduled.

**Department 503:** The nose mids and front section rears came off the line on the established date.

**Department 383:** D-383, with only 78 personnel, had the job of supplying each of the assembly departments with all details, plus chasing Tulsa fabricated details, besides shipping and receiving other details and assemblies from Oklahoma City and Long Beach, in order that departments 501, 502, and 503 might stay on schedule.

**To all, from the supervisors on down to the new beginners, go my personal thanks. You did a swell job.**

To all other departments, both directly and indirectly connected with this program, go my thanks and appreciation for your cooperation in helping to get this job done.

And now, we are going on to a new project, the A-26. Let's keep on building airplanes with the same spirit.

To the Tulsa Management: **We are ready. Let's go!**

M. D. Emery,  
Assistant Superintendent  
Structural Assembly

## Lloyd Hall New War Dad Officer

Lloyd Hall, Electrical Spot-weld Fabrication, was elected vice-president in charge of finance at the last Douglas War Dads meeting. He succeeds Harold L. Griffith, Field Operations.

At their next meeting July 16 at 2:30 p. m. at the American Legion Hut, War Dads will make plans for filling their quota of 150 new members, who will be initiated before the national convention, to be held in Omaha in mid-October.

The Dads are still asking their fellow workers to contribute items to wounded servicemen at Glennan General hospital, Okmulgee. Particularly welcomed by the boys are copies of "Popular Mechanics" magazine.

Not only will you have a chance to write your name on the B-24 . . . you will also be privileged to sign a scroll to be placed inside the completed ship, carrying to our airmen the message from Douglas workers: "We build 'em and buy 'em . . . you fly 'em."

Our last Liberator will be equal in value to \$400,000 in maturity bonds. The goal of Douglas employees is to match  
(Continued on Page 4, Col. 2)

—BUY MORE THAN BEFORE—

## He's General Eisenhower's Photographer

On dedication day, Jack Howell was a member of the Photo Lab staff here; on D-Day he was one of General Eisenhower's official photographers.

News of his appointment to General Eisenhower's staff was revealed this week by R. M. McCormack, Photo Lab, who received a newspaper clipping from Howell's wife.

Jack, now a Technical Sergeant, enlisted in 1942 after several months here, and was sent to Hollywood for a special eight-week course in photography before going overseas.

His letter telling his wife about his new appointment said in part:

"Some few days ago, Lieut. Leo Moore and myself were assigned to this headquarters as staff photographers for General Eisenhower.

"That in itself is an honor  
(Continued on Page 4, Col. 5)

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Address all communications to the editor, Airview News office.

## Former Employee Pictures Italy In Vivid Letter



"I came right along on the big push", writes former employe Pvt. Bruce Bradley to Virginia White, Telephone, He was in Plant Production.

In a vivid letter about the Italian conquest, Bradley describes both the beautiful and the grim events which he is seeing.

He writes of visiting the Vatican city and of its beauty; he remarks that the people of Rome are very nice and clean, but that "food is scarce, as the Germans only brought in enough for 24 hours".

Jerries Ran

In telling about the big fight, Bradley says, "I saw sights that would make you

## Purple Heart Posthumously to Son



Douglas Photo by Wilmot Dahlem

**"MOM'S" MENAGERIE**—Frank B. West, Jigs and Fixture Fabrication, smiles over the almost 400 toy dogs which his four sons in service have sent to Mrs. West. Their youngest boy, Kenneth Hugh, was lost at sea in 1942, and this week they received the Purple Heart, awarded to him posthumously.

The Purple Heart, awarded posthumously to their son, Seaman 2/C Kenneth Hugh West, was sent this week to his parents, Frank B. West, Jigs and Fixture Fabrication, and Mrs. West.

Youngest of their four sons overseas, 17-year-old Kenneth was a gunner on a cargo ship lost in the Atlantic, presumably October 5, 1942. News of the disaster came to his parents December 11 of that year.

In addition to the Purple Heart, the Wests this week received a commendation from President Roosevelt, and July 4 Kenneth's name was unveiled on the commemorative plaque placed in Boulder Park by Veterans of Foreign Wars.

The West cottage is quiet when Frank returns home from his job as a saw operator on the second shift, but it's during the day that he really misses his boys.

Their "civvie" clothes, plane models, "Popular Mechanics" . . . all have been stowed away for the duration. Silent reminder of them is the row of their pictures across the mantel-piece.

Their's 24-year-old First Sgt. Benjamin F. West, who has been in service five years and is stationed in the Hawaiian islands with the medical corps. His teen-age sister, Joyce, displays many island souvenirs which he has sent home.

Richard West, 23, is a fire control man on a destroyer in the Pacific. His brother, Don, 21, is in the Atlantic, a cook on a destroyer.

## Big Purchases Up Bond Sales

One of the newest initiates in the \$1000 Bond Club is Mabel Bills, Final Assembly.



Besides giving the Fifth War Loan a big boost, Mabel holds an enviable record of 17 months employment here without a day's absence. "I'm not going to let my husband outdo me," Mabel smiles. "He's on the job for the duration . . . and so am I".

Her husband, Capt. Carl W. Bills, who is with the petroleum pipeline distribution division of the U. S. Engineers, signed up to "stay over until it's over".

Overseas for the past eighteen months, Captain Bills has served in Africa and is now in Italy.

Mabel's brother, Pvt. Robert Lee Brown of the Coast Artillery, has been in the south Pacific since last February, and another brother, Arthur, is scheduled for induction this week.

Father-daughter teamwork is responsible for part of the success employees in Center Wing Assembly C-47 have chalked up in the Fifth War Loan Drive. This week Monetta Mar-

## Carl's Songs Draw Capacity Crowds During Rest Periods

The rich, low tones of "Swing Low, Sweet Chariot" filled the Fabrication Supply office and floated out into the assem-



Vatican city and of its beauty; he remarks that the people of Rome are very nice and clean, but that "food is scarce, as the Germans only brought in enough for 24 hours".

#### Jerries Rain

In telling about the big fight, Bradley says, "I saw sights that would make you sick, the Jerries ran back so fast they didn't have time to bury their dead. We passed many grave yards, the Jerries were piled up like cord wood, a terrible smell.

"I know if some of those guys back there, who are always striking for more money or belly aching about working so hard could trade places with one of the front line soldiers, who plays keeps for 60 bucks a month, I assure you, they would gladly work for nothing. Its pretty rough.

#### Hair Graying

"Sure you pray. I'm not ashamed. I'm proud that I do so. We all want to come home to our loved ones and friends. That's what we are fighting for . . . a decent world to live in.

"Yes, we grow old over here. Maybe not in spirit, but in looks. My hair is certainly getting gray. The time seems to pass fast, however; still you miss the things you left behind. But I would still rather be here than in the States right now . . . I like having a part in cleaning up this mess."

Bradley sends a special hello to Bill Dean, Plant Protection, and greetings to many other friends here.

#### —BUY MORE THAN BEFORE—

The average age of some 65,000 women employees of the Douglas Aircraft company is 32 years.

Heart, awarded to him posthumously.

## Carl's Songs Draw Capacity Crowds During Rest Periods

The rich, low tones of "Swing Low, Sweet Chariot" filled the Fabrication Supply office and floated out into the assembly building. Noise of the machinery had stopped and workers relaxed for the afternoon rest period. Munching candy bars, sipping cokes, they crowded in along the office walls and perched comfortably against the desks. In the center of the crowd stood a young negro, singing the music of his people.

#### With Joe Louis

Carl Anderson . . . or Reverend Anderson, as he prefers to be called . . . began work in the Fabrication Supply stockroom two weeks ago. Each afternoon at 1:30 he hurries to the office to answer the song requests of his fellow workers, who call for anything from "Old Black Joe" to "When Johnny Comes Marching Home."

With a medical discharge from the army, he came to Douglas because he doesn't like "just sittin' around," and then, "All my friends are working here," he adds, "we all want to help win this war."

A Baptist minister, Carl served in the army a year and a month at the Cavalry Replacement Training Center, Fort Riley, Kan.

#### Sang for President

"I was an assistant chaplain," he explains. "It was mostly morale building work. Joe Louis was there, and he and I organized a lot of programs. He'd talk to the men and I'd sing, and they really

seemed to like it."

Proudest moment of Carl's service career, however, was when the choir he organized at the camp was asked to sing for President Roosevelt when he visited Fort Riley at Easter. The president later sent him a letter of commendation.

★ ★ ★

Richard West, 23, is a fire control man on a destroyer in the Pacific. His brother, Don, 21, is in the Atlantic, a cook on a destroyer.

They haven't lost touch with home, however. Their mother's pride is her collection of toy dogs, and whenever the boys land in a new port the first thing they do is buy something to send home to "Mom."

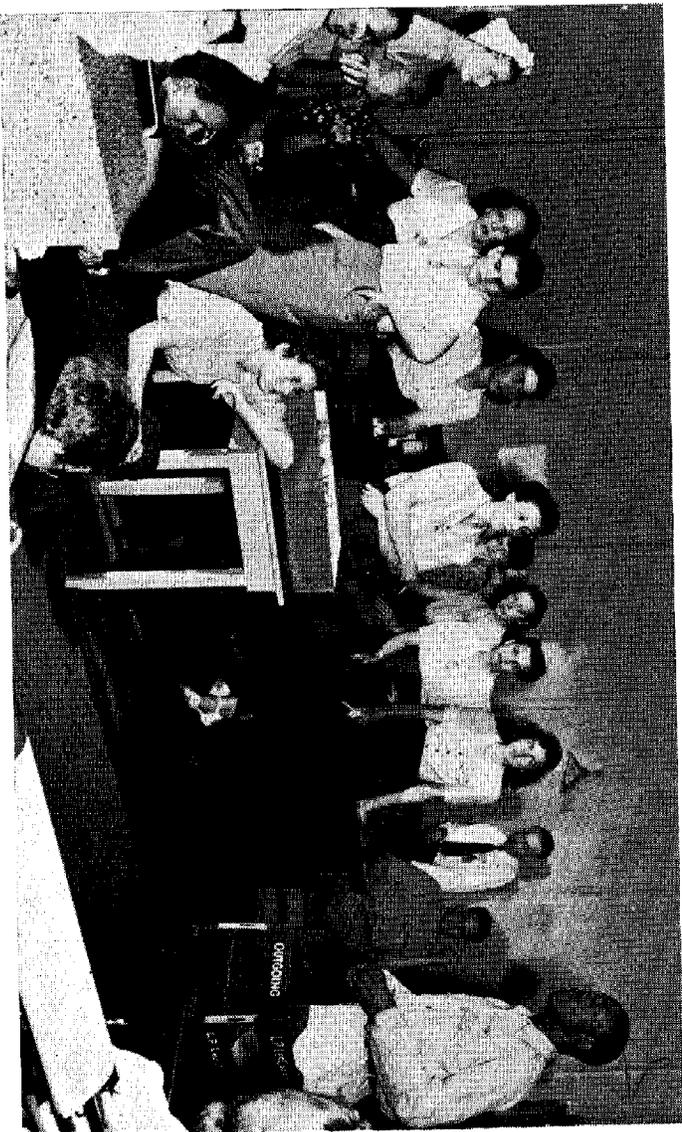
Now her collection has nearly the 400 mark and has come from all over the world. It includes no duplicates.



#### MONETTA

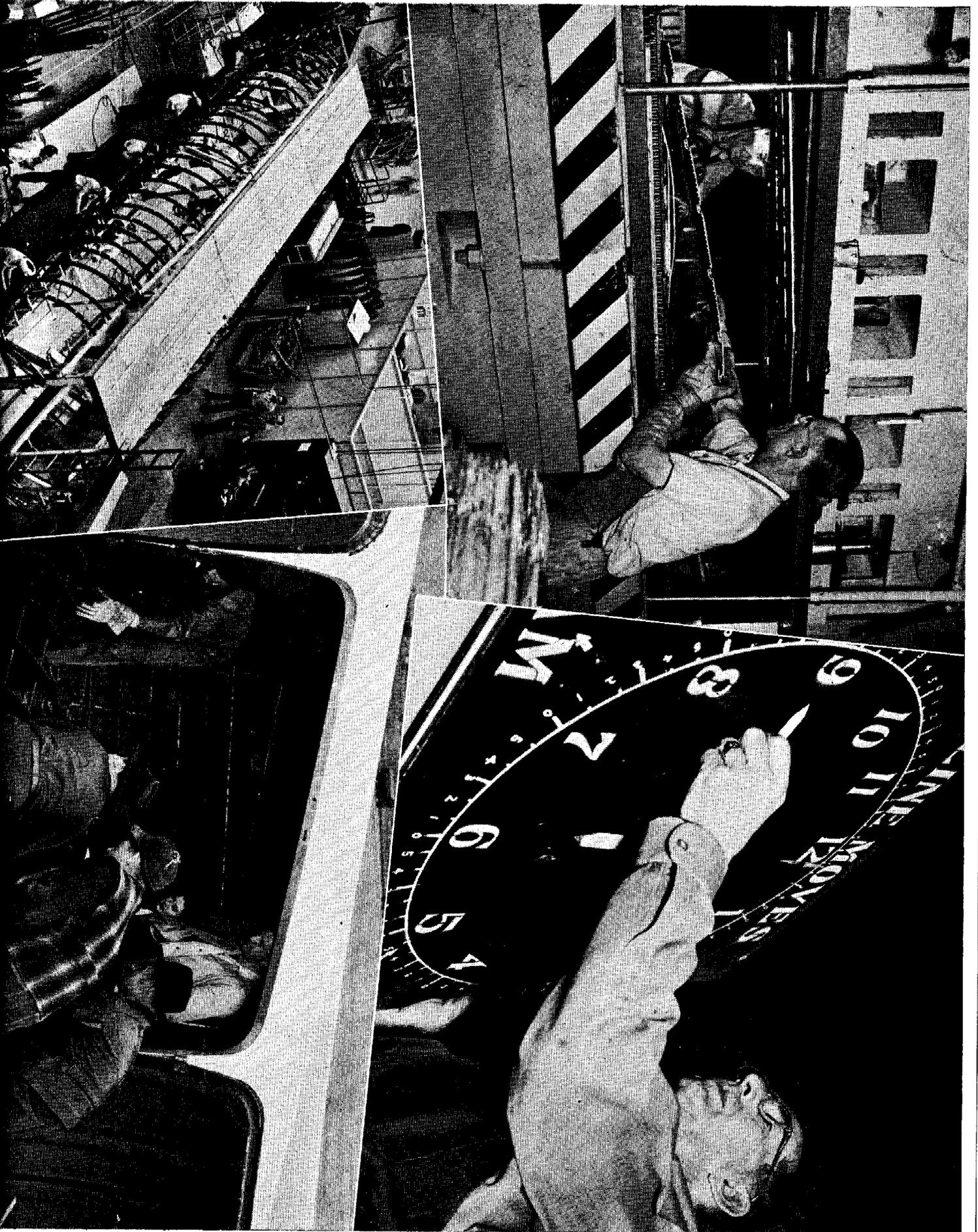
Monetta Marston, who works on sub-assembly, bought \$2000 worth of bonds with money given her for the purchase by her father, J. A. Ryan, who wanted her department to have credit for the bonds.

Monetta's brother, Pvt. Otis Ryan, has been in the army since February. He is in the quartermaster corps.



Douglas Photo by Russell Meathers

"SWING LOW, SWEET CHARIOT"—Carl Anderson, Fabrication Supply, delights a rest period audience with negro spirituals. Anderson, an assistant chaplain before he received a medical discharge from the army, sings with no accompaniment.





Douglas Photos by Wilnot Dahlem

**A GOOD BARGAIN**—Tulsa gives a helping hand to the C-47 schedule at sister plants by setting up a sub-assembly line here. Top row, left, Carl Brown and L. R. Ridenour, both of Sheet Metal, work on the Minster press, blanking out parts for Oklahoma City; right, W. E. Church, Center Wing Assembly C-47, sets the line clock to the next

hour when the C-47 sub-assembly will move on schedule. Bottom row, left, a jig that was junked at Oklahoma City came into its own here with specialized tooling to speed the Skytrain work; right, workers load the special transport with Tulsa-assembled units ready for the long trip back to Long Beach final assembly line.

# Pike Tulsa Joe, Plant Becomes a Good Trader

Tulsa Joe may have something to do with it—anyway, we're becoming a trader plant on a gigantic scale. Our swaps involve hundreds of miles, thousands of men and women, and millions of dollars?

Trading is becoming a regular habit . . . because we're at it again, helping sister plants meet their schedules in return for tide-over work between our contracts.

This time it's sub-assembly work for the Oklahoma City plant. The precedent for all this long distance, large scale trading started back last November when the Long Beach plant faced a difficult problem.

It had neither the room nor the workers to produce the sub-assemblies for 400 "extra" C-47s which Gen. H. H. Arnold, Army Air Forces chief, desperately needed.

This problem came to the fore just at the time when we were terminating our A-24 contract. It would be several months before the Invader program would be in full swing and some 1500 employees would have been idle.

Tulsa took the cue.

Let us take over that sub-assembly work," we wired, "We have the space, the workers, and just enough time."

That was the beginning of a tremendous airborne conveyor belt . . . bringing fabricated parts from Long Beach to the C-47 line here to be assembled . . . then flying them back over the 1500 mile route for the final assembly. The larger assembled units went by truck and freight car.

Only four months after the bargain was made, the C-47 line was in full swing . . . an amazing feat without considering the distance between the assembly line and the source of supply.

But even before the curtain came down on production for Long Beach, the old trader Tulsa Joe started on his newest program . . . building center wing nacelles, hoods and trailing edges for Oklahoma City.

Fortunately we were all set up with Long Beach tooling for those parts and with our previous

experience, were all ready to take over about 300 sub-assemblies to relieve the pressure.

So again our plant came to the rescue. Late in June materials began arriving daily by truck from Oklahoma City . . . and as fast as they came in, Tulsa-made units were reloaded and sent back to keep those C-47s on schedule.

This new contract was particularly well timed for us too. All the workers from our C-47 line for Long Beach could not be assimilated into the A-26 line at one time, and this smaller plan made the tapering off more gradual.

"Trading" of this kind worked out so well that Oklahoma City asked if we would have any spare time on our Minster presses . . . the presses down there wouldn't be ready for production until September.

"Sure" was the answer. Now, for a portion of every day, our presses, instead of being idle, are blanking out 7000 to 8000 parts for Oklahoma City C-47s.

# Rejections Are On Their Way Down to Zero

An almost miraculous decrease in the number of rejections and re-works has been shown here in the past nine weeks. In that period, rejections have decreased by 65 per cent and re-works by 78 per cent.

This is due to a new follow-up quality program set up by Conservation and Inspection and with the cooperation of all production employees in the system.

## Tells Why

This program makes it possible for every department to know the number of rejections charged to it and to make a study of why the parts are not being bought so that the same mistakes will not be repeated.

Formerly, in order to determine the cause of rejections, it was necessary to chase down each part individually. Now all the information is compiled on one report.

Here's the way the new system works:

Each supervisor receives each month a record showing the total number of rejections charged against his department.

A record copy of every rejection tag is sent to each division head.

## Corrections Made

The division heads check the rejections and send them on to supervisors for further study. Each supervisor will talk with employees and make an analysis of the errors . . . to determine why the part was

batched . . . whether it was workmanship, material, engi-



Douglas Photo by Russell Meathers

**FIVE OF A KIND**—R. B. Miller, 16-year-old who started work as a Cafeteria helper Monday, is the fifth member of his family to hold a job at the Modification Center. Watching him play pilot are (left to right) his mother, Addie Baze, Production Supply; his sister, Ann Davis, Receiving; foster father, W. C. Baze, Final Assembly, and sister, Mory E. Miller, Sheet Metal.

# Five in One Family Clock In at the Mod

Fifth member of his family to punch the time clock at the Modification Center is 16-year-old R. B. Miller, who started work as a cafeteria helper Monday.

This tow-head, who will return to Will Rogers high school in the fall, has just one ambition.

That's to be old enough to pilot a plane for the army. In the meantime, just being around planes is some consolation for his lack of years.

## Long Service

Head of the family, which has joined forces to work at the Mod Center until the war is won, is W. C. Baze. In final Assembly, he is a leadman on C-87s. Quiet, soft-spoken, he makes the decisions for his wife and her three children, whom he has raised as if they were his own.

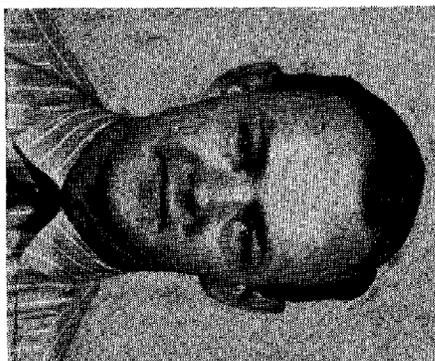
His wife, Addie, a comfortable motherly person, has charge of the Production Supply stockroom in the north hangar.

The two daughters of the family are Mary E. Miller, departmental clerk in Sheet Metal, and Ann Davis, Receiving. Ann's husband, Pfc. Winde H. Davis, is with the engineers in England, and has been overseas two years.

## Different Shifts

It wouldn't be possible for this family to have an argument, unless they carried it on by long distance, because they're never all home at the same time.

Father and mother, who have each spent two years at



JACK HOWELL

★ ★ ★

# Photographer

(Continued from Page 1)

that was quite unexpected, considering the thousands of other photographers in this theater, and I assure you it will be some time before I fully recover from the shock.

"There are four correspondents with us. We all had an hour and a half conference with the general and, true to his usual custom, he impressed us with his pleasing personality, genuine character and willingness to co-operate. On that very eve of invasion, he told us the general outline of the plans and the 'the button had been pushed'."

"After the conference we went to a number of airfields where the general talked to hundreds of paratroopers (informally) just as they were preparing to load for the invasion. The boost he gave to their already high morale was tremendous.

"Shortly after dusk they took off and then I witnessed one of the greatest air armadas I have ever seen. . . . I have ever seen."

# Liberator Gunner

# Thanks Employee

# For Cigaret Gift

# Buy a Bond

(Continued from Page 1)

that amount in bonds before the end of July, and have the

vision near.

### Corrections Made

The division heads check the rejections and send them on to supervisors for further study. Each supervisor will talk with employees and make an analysis of the errors . . . to determine why the part was botched . . . whether it was workmanship, material, engineering, planning, or tooling . . . and recommend how the situation can be corrected.

All matters involving poor workmanship, he will correct himself.

Those involving other departments will be sent back with his comments to the division head . . . who will confer with these departments.

This has led to a greater spirit of cooperation between divisions because all information is on hand to correct a defect, and can be handled immediately. There is no guess work about it.

Employees have found this system valuable because in the past, many butches have been charged to them that were not their fault and which may have been caused by improper tooling, material or engineering.

Then, too, employees have become more aware of the importance of reporting any bad part to their leadman so that it may be corrected immediately.

## Who Owns Oldest Bond?

Who holds the oldest U. S. Savings Bond in the plant? If you think your bond might have the earliest purchase date, write a memo about it to Airview News.

member of his family to the Union Center. Watching him play pilot are (left to right) his mother, Addie Baze, Production Supply; his sister, Ann Davis, Receiving; foster father, W. C. Baze, Final Assembly, and sister, Mary E. Miller, Sheet Metal.

## Buy a Bond

(Continued from Page 1)

that amount in bonds before the end of July, and have the bomber marked "paid in full" before it is rolled out the door.

You have until July 26 to make your bond purchase and inscribe your name on the plane. Those who make purchases up to and including July 31 may sign the scroll.

The wing section of the plane goes on the platform Saturday. When the ship is completed, employees will participate in a ceremony to christen the B-24 and start it on its journey to the front.

The Tulsa Fifth War Loan committee awarded to the plant 150 tickets. Employees who purchased bonds at bond headquarters this week received one ticket with a \$25 bond, two tickets with a \$50 bond, and four tickets with a \$100 bond.

There will be a drawing at which the Talbot theaters will give away one \$100 bond, one \$50 bond and one \$25 bond. Each bond purchaser has an equal chance to win, but must be present for the drawing.

—BUY MORE THAN BEFORE—

## New Orchestra

### Plays for Dance

The Cavaliers orchestra with Everett Orman will play for the dance at Tulsa Joes Saturday night, replacing Lloyd Art and the Seranenders.

As usual there will be two dances.

## Liberator Gunner Thanks Employees For Cigaret Gift

Another word of thanks for cigarettes came to employees this week from Sgt. Henry Annin, a belly-gunner in a B-24, fighting "somewhere" in Europe. "I'm just one of the many soldiers who was fortunate enough to receive a carton of your cigarettes", writes the sergeant.

"We fellows in the Air Corps are indeed grateful for your contributions both for the cigarettes you bought for us and the planes you build for us.

"I am but a belly-gunner in a B-24, but I'm proud that I fly. Maybe not a plane that you built, but nevertheless I'm up there because people like you are making it possible. You're doing a great job and everyone realizes it.

"I wish I could shake each and everyone of your hands but that would be a pretty large order, but I can say, build them bigger, better, and keep them flying . . . don't forget the next rivet or bolt you put into a plane may bring victory sooner.

"It would be nice if one of your employees could answer this letter. If any find time to drop me a line I will be glad to write."

The sergeant's address is: Sgt. Henry Annin, 13187777, APO-#16094-AX-74, % Postmaster N. Y., N. Y.

been overseas two years.

### Different Shifts

It wouldn't be possible for this family to have an argument, unless they carried it on by long distance, because they're never all home at the same time.

Father and mother, who have each spent two years at the house can wait until after the war, they figure. Right now there's a more important job to be done.

—BUY MORE THAN BEFORE—

## War Moms Elect

### Officers Sunday

Additional officers will be elected at the next meeting of the War Moms, July 16 at the American Legion Hut.

Grace Bushner, Extrusions, was named president, and Lula Casey, Aircraft Electrical and Radio, was elected treasurer at the organization meeting last Sunday.

The chapter already has a membership of 25, and any war mother is welcome to join. Those who join in the next 30 days will be charter members.

—BUY MORE THAN BEFORE—

## Owners Anxious

### To Locate These

Since Carol Childress, Planning, can't drive her car without an auto use stamp, she is very anxious to retrieve the tan leather coin purse containing a five dollar car stamp which she lost last Monday noon. It also had 30 cents in change.

A blue raincoat with a hood has been lost by Endora Denison, Fabrication Supply. She believes it was mislaid somewhere on the East parking lot near the frame building.

formally) just as they were preparing to load for the invasion. The boost he gave to their already high morale was tremendous.

"Shortly after dusk they took off and then I witnessed one of the greatest air armadas I have ever seen. The sky looked like a huge Christmas tree as they circled the field waiting to get in formation.

"As they left, headed towards France, everyone breathed a prayer for those kids that were going on that 'one-way air mission'.

"Last night there wasn't much sleep in this camp. Planes droned overhead all night, some coming, some going. This morning we could hear the boom-booming of the guns and it has been going on throughout the day."

Howell probably accompanied Eisenhower on his tour of the beachhead in France and many of the pictures which we saw from that tour may have been taken by him.

—BUY MORE THAN BEFORE—

## 1,000 Airplanes

### Equal to 10,000

## Infantrymen

One thousand airplanes in action against an enemy are equivalent in raids to an infantry division of 10,000 men in point of destructiveness. General Harry H. Arnold, chief of the Army Air Force, declared in a recent speech in Chicago.

The Army Air Force has trained 2,500,000 men, has destroyed 20,000 enemy planes and has flown 750,000 combat sorties, the air chief said.

## Leforce Bids Collegiate Sports Farewell for the Duration

For the duration, it's farewell to collegiate sports for Clyde Leforce, Engineering, who is expecting a call from the U. S. Navy in July. Leforce, an outstanding University of Tulsa tailback, played in two Sugar Bowl classics during his collegiate football career. He will best be remembered for the outstanding football play of the 1943 season at the Sugar Bowl.

On the fourth down early in the game, T. U. had the ball on Georgia Tech's 15-yard line. T. U. lined up for a field goal and when the center passed the ball to Le Force, he raised up and dunked the ball over the heads of the onrushing Tech linemen and the screen pass developed into a touchdown scoring play.

The 70,000 spectators of the game were awed by the unbelievably daring signaling of Leforce in this game.

Leforce's father coached sports when Clyde was a high school student at Bristow, Oklahoma.

Clyde not only captained his football team during his junior and senior years but captained the all-state football team. Leforce was basketball captain, also, and a trackman.

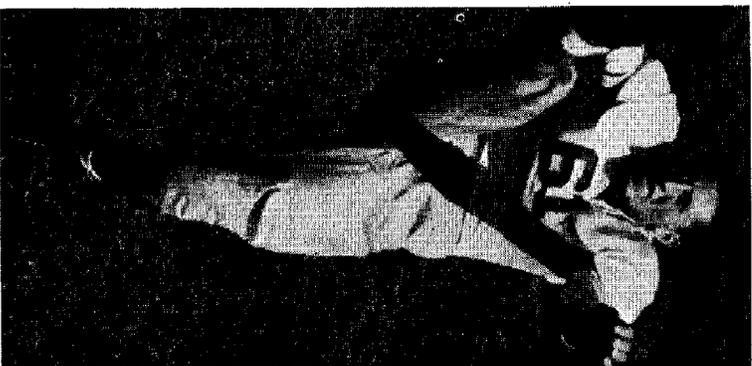
Entering T. U. in the fall of 1941 as a petroleum engineer he was tailback on the freshman team, playing the same position on the varsity during his sophomore and junior years when T. U. ranked with the best ten teams in the nation. But it isn't all brawn and muscle as far as Leforce is concerned. An outstanding student, he is a member of the university's scholastic fraternity, Sword and Key. Leforce previously worked in the Maintenance department.

—BUY MORE THAN HEROES—



Douglas Photo by R. M. McCormack

**THIS SHOULD HELP**—Diving form shown by Wilmot Dahlem, Photo Lab, center, should help win a place for Douglasites in the swimming meet sponsored by the Tulsa World and the Recreation division of the Tulsa Park Board August 6. Practicing for the meet, too, are Joann Stewart, Personnel, left, and Mary Kay Soldani,



**TAILBACK TO TAR**—It will soon be U. S. Navy for University of Tulsa's spectacular tailback, Clyde Leforce, Engineering. Here the popular star, who played in two Sugar Bowl classics during his collegiate football career, is shown punting.

## 140 Play in

## Flag Tournney

Approximately 140 members of the Douglas Golf club

**THIS SHOULD HELP**—Diving form shown by Wilmot Dahlem, Photo Lab, center, should help win a place for Douglasites in the swimming meet sponsored by the Tulsa World and the Recreation division of the Tulsa Park Board August 6. Participating for the meet, too, are Joann Stewart, Personnel, left, and Mary Kay Soldani, Engineering, who have stopped for a moment to watch Dahlem, holder of several national championships in diving.

Douglas Photo by R. M. McCormack

## They Hit Pellet With Regularity

Joe Amick, Inspection, Mod Center, with a percentage of 47.6 leads the Liberator softball league as top hitter. Arnick who plays with the Modifiers has been up to bat 21 times, has seven runs and 10 hits.



**AMICK**

Second contender is R. H. Woolley, Field Operations, who formerly held first place.

Tom Hope, GFE, is leading hitting of the Dauntless league. A member of the Army Property team, he has a percentage of 45.5. Hope has been to bat 22 times, has eight runs and 10 hits.

In the Girls Aircraft league among Douglas teams, Marjorie Yetman of the Douglas Havocs has surged ahead of Hazel Fletcher, Sky Pilots, who held first place formerly. Marjorie works in Planning while Hazel is in Assembly Installation.

**—BUY MORE THAN BEFORE—**  
The Watutsi natives tower eight feet tall.

## Softball Log

(Thursday Morning)  
**DAUNTLESS LEAGUE**

Club	W	L	Pct.
Mod Havocs	12	1	.923
Army Flight	11	1	.917
Engineering	7	6	.538
Army Property	5	6	.455
Sub Assembly	3	2	.300
Inspection	2	7	.222
Mod Rowdies	1	10	.091

**LIBERATOR LEAGUE**

Club	W	L	Pct.
Maintenance	11	2	.846
Power Plant	10	3	.769
Buyers	10	3	.769
Modifiers	7	6	.538
Fabricators	3	8	.273
Toolers	2	11	.154
Machine Shop	0	12	.000

**GIRLS AIRCRAFT LEAGUE**

Club	W	L	Pct.
Havocs	12	0	1.000
Meadow Gold	8	5	.615
Sky Pilots	5	9	.357
Spartanettes	3	10	.231
Welderettes	1	8	.111

**SWING SHIFT LEAGUE**

Club	W	L	Pct.
Sheet Metal	9	1	.900
A-26 Assembly	9	2	.818
Mod Assembly	7	3	.700
Blueprint	6	4	.600
Machine Shop	2	9	.182
Installation	0	14	.000

## Spake Is Golf

### Club Secretary

Appointment of Gorman O. Spake, Tooling, as new secretary of the Douglas Golf club was announced this week by President Carl Mildner, Time Standards.

Mildner also revealed that three new members had been named to the club's tournament committee.

## Softball Schedule

**DAUNTLESS LEAGUE**

Friday: 9:00 Sub-Assembly vs. Inspection, North Peoria, south.

Monday: 9:00 Mod Rowdies vs. Sub-Assembly, North Peoria, south.

Tuesday: 7:30 Army Flight vs. Mod Havocs, North Peoria, north.

Wednesday: 9:00 Army Property vs. Engineering, North Peoria, north.

Thursday: 7:30 Engineering vs. Sub-Assembly, North Peoria, south.

Friday: 9:00 Mod Havocs vs. Army Property, North Peoria, south.

**GIRLS AIRCRAFT LEAGUE**

Friday: 7:30 Sky Pilots vs. Welderettes, North Peoria, north.

Wednesday: 7:30 Welderettes vs. Meadow Gold, Archer.

9:00 Sky Pilots vs. Spartanettes, Archer.

**LIBERATOR LEAGUE**

Friday: 7:30 Fabricators vs. Maintenance, North Peoria, south.

Monday: 7:30 Power Plant vs. Fabricators, North Peoria, south.

Tuesday: 7:30 Tooling vs. Buyers, North Peoria, south.

9:00 Machine Shop vs. Modifiers, North Peoria, south.

Thursday: 7:30 Modifiers vs. Fabricators, North Peoria, north.

9:00 Buyers vs. Machine Shop, North Peoria, north.

**SWING SHIFT LEAGUE**

Friday: 1:00 Sheet Metalers vs. Blueprints, North Peoria, north.

1:00 Mod Final Assembly vs. Installation, North Peoria, south.

Monday: 1:00 Machine Shop vs. Sheet Metalers, North Peoria, north.

1:00 Mod Final Assembly vs. A-26 Assembly, North Peoria, south.

Wednesday: 1:00 Installation vs. Blueprint, North Peoria, north.

1:00 Mod Final Assembly vs. Machine Shop, North Peoria, south.

when I. U. ranked with the best ten teams in the nation. But it isn't all brawn and muscle as far as LeForce is concerned. An outstanding student, he is a member of the university's scholastic fraternity, Sword and Key. LeForce previously worked in the Maintenance department.

## Perfect Game For Buyers Win

In his third season of pitching, Rex Carter, Raw Stock, of the Buyers accomplished the wish of every pitcher, a no run - no hit game. Rex was a s pitching against Power Plant recently when this phenomenon occurred. The Buyers took the game 4 to 0 from Power Plant.



**CARTER**

Rex started his pitching career in 1942 with the Parkview Church team in the Church league. There he won six and lost only one game. The next season he was pitching for the Maintenance team, winning 17 games, losing five. Maintenance was runner-up to the 1943 Douglas champion team, Tooling.

This season Rex started out pitching for the Buyers but coaching his church team has taken much of his time. He has pitched three games for the Buyers, winning all of them.

Rex's first start was against Machine Shop which he won 7 to 0.

sics during his collegiate football career, is shown punting.

## 140 Play in Flag Tourney

Approximately 140 members of the Douglas Golf club participated in the Flag Day tournament held Sunday at McFarlin course. Each player was furnished with a flag with his name attached, which he used throughout the tournament.

First prize, three months' membership at McFarlin course, was won by Jim Coppage, Contract Termination, and vice-president of the club. He had a net score of 79 on 18 holes with a handicap of 18.

Second place winner was Carl Mildner, Time Standards, who won a putter. His net score was 78 on 18 holes with a handicap of 14.

A golf shirt went to Clyde Grant, Cost, third prize winner, who had a net score of 90 on 18 holes with a handicap of 26.

Tied for fourth place were Bill Causey, Purchasing; F. L. McKinney, Field Operation; F. E. Johnson, Mod Final Assembly; and Meredith Kilgore, Cost. The tie resulted from the four players holing out on No. 1 hole.

Winners were determined by a drawing with places and prizes resulting in this manner: fourth, Causey; set of four deluxe club covers; fifth Johnson, three pair of golf hose; sixth, McKinney, two golf balls; and seventh, Kilgore, one golf ball.

# Their Ideas Build Three Extra B-24s

Time . . . enough time, in fact, to build three B-24s, was saved this month through suggestions from C. L. Cory, Planning, J. B. Crockett, Inspection, Technical and Clerical, and G. G. Livingston, Planning A-26 Assembly.

They, with J. C. Ellison, Production Development, received "A" Plant Suggestion awards for the month of June.

C. L. Cory originated a sort of "sub-contract" program whereby departments whose work had temporarily slackened could take over portions of sub-assembled work from the overburdened C-47 line.

**Reference Book**

As featured in May issues of the Airview News, this idea has saved many thousands of manhours as well as putting the vitally needed C-47s on schedule.

Analysis and compilation of technical orders into a handy reference book was the plant suggestion which brought the coveted "A" award to J. B. Crockett.

G. G. Livingston developed a new form for production change notices. Formerly all changes had to be written in longhand, involving wasted time and effort.

Livingston simplified this procedure with the new form which contains a series of itemized boxes that can be filled in with the necessary information.

**Fuel Gauge**

Featured as a collector of interesting and unusual facts about aviation history in an early May issue of the Air-

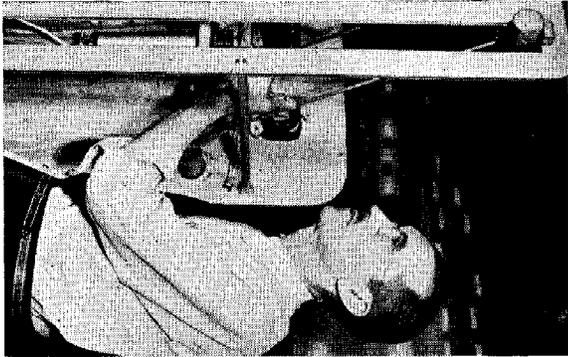


Photos by Meathers, Crowley

**IT'S MANHOUR SAVING TIME**—From the ideas in just three of the top "A" award plant suggestions this month, enough time was saved to build three B-24s.

The originators, top row left to right, J. B. Crockett, Technical Inspection, C. L. Cory, Planning, and G. G. Livingston, Planning A-26 Assembly, demonstrate this saving with Plant Layout models.

Below, J. C. Ellison, Production Development, shows the fuel gauge testing jig which saves at least 29 hours on every A-26.



Identification: R. E. Lawson, D378, extension track to facilitate movement of A-26 half sections; S. R. Baker, D385, parts shortage tag—new form and procedure.

Sturl Shift, J. D. Peltay, D402, special band saw attachment to hold large stretch press; C. R. Dick, D404, change of air connections on drop hammer for safety; William Smith, D405, weld fixture for clamp assembly.

Dovey Lowery, D406, milling jig for spot facing four sides of part; R. I. Beattie, D408, rocker arm clamp with air clamp attachment for use on nesting router block; E. L. Stormking, D451, basket for quenching parts in heat treat to eliminate lost parts and save time.

D562, governor holding fixture; Charles Baxter, D562, wing nut wrench adaptor; Julia R. Barrett, D572, change drawing of part to allow faster and safer installation; A-26; Joe Early, D4581, filter on vacuum to prevent damage to hose.

C. J. Massey, D4-581, special socket drive adaptor; J. I. Shouse, D585, special holding fixture for drilling loop antenna base; A-24; R. S. Head, D585, no step block for horizontal island to prevent damage to trailing edge; B-24; H. O. Jackson, D585, procedure for removing damaged de-icer foot from leading edge and replacing with new one.

C. E. Hughes, D585, special super-

## Classified Ads

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

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

### FOR SALE

1935 DESOTO—Four door sedan, good tires, motor and body in good condition. \$289. B. Rogers, 1302 So. Baltimore, 3-1489 after 4 p.m. and Sunday.

TRAILER—Two room, custom-built trailer, sleeps six, Butane gas range and heater, ice box and sink, air brakes. J. K. Frevo, 1 mile east, 1/4 mile south, 1/4 west of Sateley Circle.

CIRCULATOR—Two burner, Detroit Jewel circulator. Oak finish, good condition. \$50. F. B. West, 839 N. Delaware, 4-6992.

1936 CHEVROLET—Two door sedan. \$350. M. M. Seaman, 701 1/2 S. Yale, 9-7209 between 8:30 a.m. and 2:30 p.m.

BICYCLE—Woman's Airflyte bicycle, balloon tires, excellent condition. \$25. Dorothy S. Hanks, 1901 S. Wheeling, 6-5386.

1937 FORD—Tudor Sedan, good condition. Call Dorothy Hayes, 6-7216.

CLUBS—Matched set of Burk golf clubs. Five (5) irons, three wooden clubs and all leather bag. Don Sheldon, 323 S. Madison, 3-3497 after 3:30 p.m.

WATCH—Man's Elgin wristwatch, 17 jewel. Contact Dorothy Hayes, 6-7216.

GYM SET—Child's iron gymnasium set. Contact E. L. Thomas, 4-9447.

VACUUM CLEANER—Eureka vacuum cleaner with attachments. Jim Harrington, 100 E. Sixth, 2-4918.

FURNISHINGS—Red Maple bedroom suite, three piece, walnut dining table, buffet and six chairs, ice box, gas range. R. A. Stoltz, 3412 East Fourth, 9-7276.

LUGGAGE—Six piece set of Oshkosh luggage including pullman trunk, square hatbox, zipper shoe bag, golf bag, in good condition. Call Jean Stegel, 3-0522.

**"Jeepers...Twins", Clark Exclaims**

You may not like double features but J. P. Clark, Jr., Purchasing, is an enthusiast

## Former Employee Sees C-47s Fly D-Day Wounded

D-Day casualties, men wounded on the French invasion coast, arrived five days later at Bushnell General Hospital, Brigham City, Utah. They were flown 6,000 air miles in Douglas C-47s, according to a letter received from Irene Simperts, who formerly worked in Lines and Conduits.

Irene's husband arrived in the states February 3, after spending two years in the southwest Pacific. He is confined to Bushnell hospital with a chronic heart ailment and malaria.

"This being time for the Fifth War Loan Drive," she added, "I thought I might send along a bit of morale stiffener for the home front."

Previous to D-Day, many patients were sent from the fighting fronts by boat to New York, and continued their journey to Utah by plane.

"I wish that every one I've known at Douglas, and everyone who's working in a war industry," might be here for a day. . . . Men are brought here from the Aleutians, south Pacific, China, India, Burma, North Africa, Sicily, Italy and

Livingston simplified the procedure with the new form which contains a series of itemized boxes that can be filled in with the necessary information.

### Fuel Gauge

Featured as a collector of interesting and unusual facts about aviation history in an early May issue of the *Air-view News*, J. C. Ellison is now being recognized for his invention of a fuel gauge testing jig.

Before this jig was devised, the fuel gauges had to be tested after installation on the plane, with often very inaccurate results.

Now the calibration can be made swiftly before the gauge is installed. It is estimated that this jig has saved at least 29 hours per plane.

Other award winners this month included:

### "A" Awards

C. E. Dean, D265, installation of spacer for cable guard for safety; W. H. Clauswig, D401, roller table for steels to expedite handling of materials; H. D. Stodgrass, A. A. Jones, D405, special fixture for bevelling armor plate—temporary tool; C. S. Dyer, D405, holding jig for welding armor plate; R. H. Loman, D480, mill jigs for two operations; D503, hole reaming; A. J. Beamer, D503, hole reaming; duplicator; C. W. Montgomery, D545, roller carriage for balancers and square; special on A-26 line; A. W. Adams, D556, special Pal nut wrench; M. R. Jack, D565, special extension T. Lynch fuel cell work; B-24; G. T. Lynch, D4-581, installation of Part #446 and #447; F. D. Kinburo, D4-581, canopy enclosure for engine stands; G. H. Cleveland, D630, special tools for making detail parts for assembly; J. E. C. F. Ray, W. W. Miller, D702, end guard and protector for on-course portable lamp; R. J. Hicks, D702, gear or repair station for monorail equipment on Mezz. #8 to systemize maintenance on overhead cranes; Ora E. Brown, D704, safety cutoff gauge for table saws; Improved support for guard used on table saws.

### "C" Awards

F. S. Manley, H. B. Bailey, D253, improvements to Blueprint department for making cloth reproductions; Jean A. Grant, D271, handbook index for process Engineering publications; R. O. Carter, D321, receiving log book for better control of material; D324, J. A. Strudewer, D342, method for repairing nail pulvers; W. G. Lank, D343, changing color of tool check numbers from black to white for easier

of a 26 half sections; S. R. Baker, D385, drawing instrument to allow faster and safer installation; A-26; Joe Early, D381, filter on vacuum to prevent damage to hose; C. J. Massey, D4-881, special socket drive adaptor; J. J. Snow, D485, special holding fixture for S. Heed D585, antenna base; A-24; R. S. Heed D585, no Step block for horizontal island, to prevent damage to trailing edge; B-24; H. O. Jackson, D585, procedure for removing damaged de-icer boot from leading edge and replacing with new one; C. E. Hughes, D585, special super-charger installation; B-24; A. L. King, D597, barrel and don't light drain oil supply tank on A-26 on flight line; P. F. Watson, D599, steps for motors of dryers on paint conveyor for safety; R. W. Stobaugh, D602, establish file for all inactive project sketches used by D42 in left for reference; T. H. Calhoun, D622, rework drill press; H. C. Sparks, D632, eliminate loss of time by proof loading jigs and fixture in department; E. L. Thomas, D701, traffic safety road markers; relay on fire station door; J. A. Carlton, D704, adjustable jig for fitting depress on wood material; B. S. Batches, D706, strainer for drain pipes in main Paint Shop; O. M. Vaught, D706, improved device for cutting rubber hose; J. T. Morrison, E. L. Findley, D706, keys, chained on acetylene bottles for safety; C. G. Pointner, D707, jig for aligning armature laminations for small electric motors; "Honorable Mention" G. E. Baile, E. S. Taylor, D106, procedure for purging of transformers for man count purposes; Neile A. Bryant, D106, procedure to save time in handling garnishments on clearcoat; N. B. Lasater, D106, method of calling clock cards to payroll register; E. F. Baker, M. A. Scrivner, D101, markers for waste baskets for clean and dirty waste paper; H. C. Steyer, D151, J. O. Webb, D406, mash wire basket on centrifuge grinder to catch small parts; J. B. Maxwell, D201, special temporary badge for administrative employees; W. Fendegross, D201, sub-assembly units project sketch—block stamp identification; M. L. Pederson, D204, line position change for installation of lights; A-26; Maurice E. Daniels, D571, improved procedure for typing and checking master file envelopes in C. O. C. files—procedure for numbering master file envelopes; O. Mabel Caperton, D377, procedure for notification of proposed scrap by memorandum; H. C. Caspary, D4-602, production of parts by trainees; Onita Shipley, D548, Verdis M. Hunter, D565, torque wrench for B-24 assembly; Talawanda M. Long, D548, special oil set to catch empty shell cases on B-24 tail turret; Ray Black, D556, relocation of propeller cart handles to prevent damage to propeller blades; F. H. Rader, D571, special fixture support for panel support station; P. L. Elvington, D632, provide racks and bins for salvaged material; C. E. Geber, D651, advance notice of project sketches identified; Hershel Wade, D709, provide identification of furniture in conference room.

## "Jeppers...Twins", Clark Explains

You may not like double features but J. P. Clark, Jr., purchasing, is an enthusiast with twins, a boy and a girl, on June 12.

The babies have been named Donna Kathryn Clark and Donald Richard Clark. (See their pictures on page 7.)

Other stork reports this week included:

Jennifer Garnett Tyler . . . to Barton Tyler, Plant Management Staff, and Mrs. Tyler, June 28.

Reed Wesley Jones, Jr., . . . to R. W. Jones, joining A-26, and Mrs. Jones, June 17.

David Leroy Priest . . . to J. H. Priest, Engine Preparation A-26, and Mrs. Priest, June 27.

### OPHELLA . . . . . by Dwig

"I wish that every one I've known at Douglas, and every one who's working in a war industry, might be here for a day . . . Men are brought here from the Aleutians, south Pacific, China, India, Burma, North Africa, Sicily, Italy and the French invasion coast.

"Mine sweepers, fighter pilots, engineers, from every rank, they're coming back . . . armless, legless, blind, weary and fever wracked.

"They learn to walk with artificial legs . . . write with artificial hands. They proudly display new noses, new ears, and facial contours, for the miracles of plastic surgery are truly astonishing.

"For many, this is a haven of refuge . . . a fertile valley nesting in the foot-hills of the Wasatch mountains, with the broad flat marshlands of Great Salt Lake to the west.

"Spreading in western ranch house fashion, the buff brick wards of the hospital ramble out to the orchard's edge. The larks sing and the sea gulls cry, and glide noiselessly above the roof tops. Here these men come to mend.

"The hours you toil, the planes you build, and the bonds you buy can lessen their pain and their days of bitter anguish and suffering."

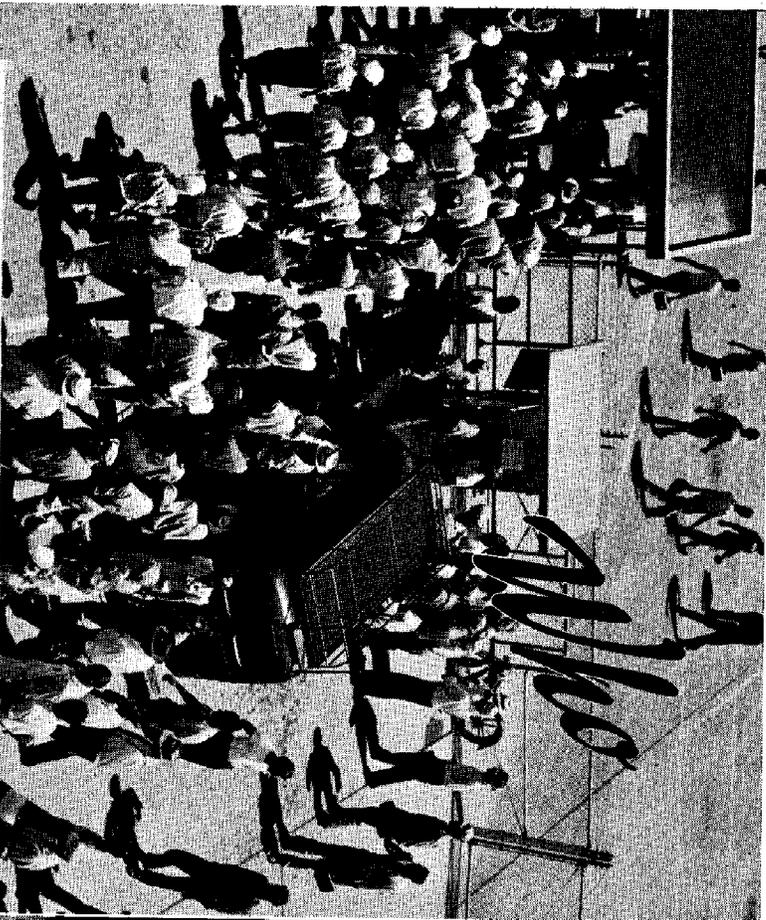
—BUY MORE THAN BEFORE—

## New Conservation Booklet Available

Material Conservation, Job Instruction Booklet Number 18, is now available to departments at the Industrial Training department. Address a request memo to D143.



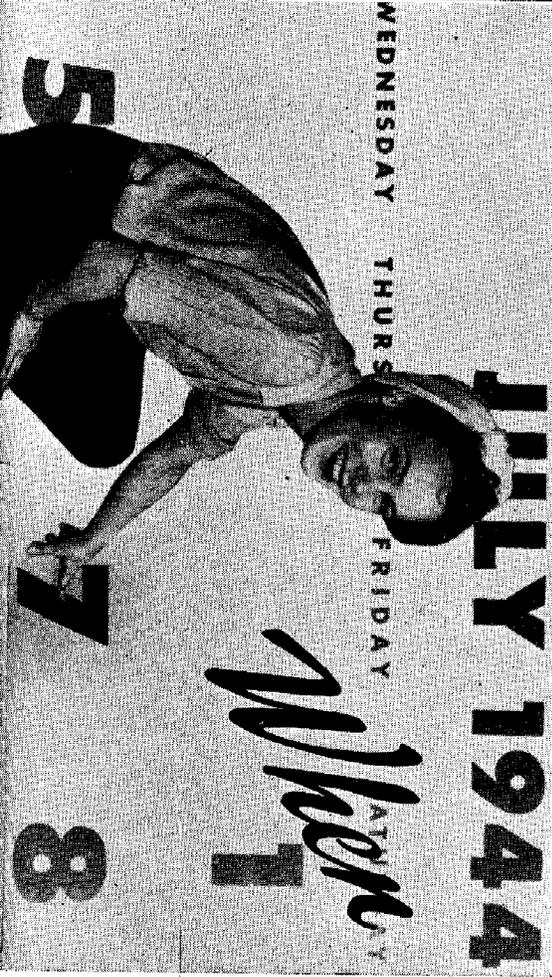
square notebook, zippered cover, in good condition. Call Jean Siegel, 3-6522.



**WHO CAN BUY MORE THAN BEFORE?**—It's you and me. All of us have a chance to invest in the future.



**WHAT'S THE WINNER?**—A pair of \$50 war bonds and three of a kind in \$100 war bonds is a good deal for anyone.



WEDNESDAY THURSDAY FRIDAY

**JULY 1944**

**Who**

5 7 8



**WHY IS IT IMPORTANT?**—J. P. Clark, Jr., Purchasing, has two very important reasons for buying bonds. They are Donna Kathryn (left) and Donald Richard Clark, born June 12

Douglas Photos by Dahlem, Weathers, and McCormack.

## Newspaper's Three Ws Tell Bond Story in Short Order

**A** cub reporter cuts his journalistic teeth on the five Ws . . . Who?, What?, When? and Why?, and you've missed your story. One of the greatest stores of the war . . . with no apologies to battle-front accounts . . . is the Fifth War Loan Drive.

What more could any editor ask? It's a human interest story, one that hits the heart of every American.

**"Who?"** is one of the simplest to answer. Who buys bonds? Anyone who wants the war to end as swiftly as possible.

**"What?"** are bonds? They're your certificate of partnership with the government. The money you give those certificates is a loan that will return with a high rate of interest.

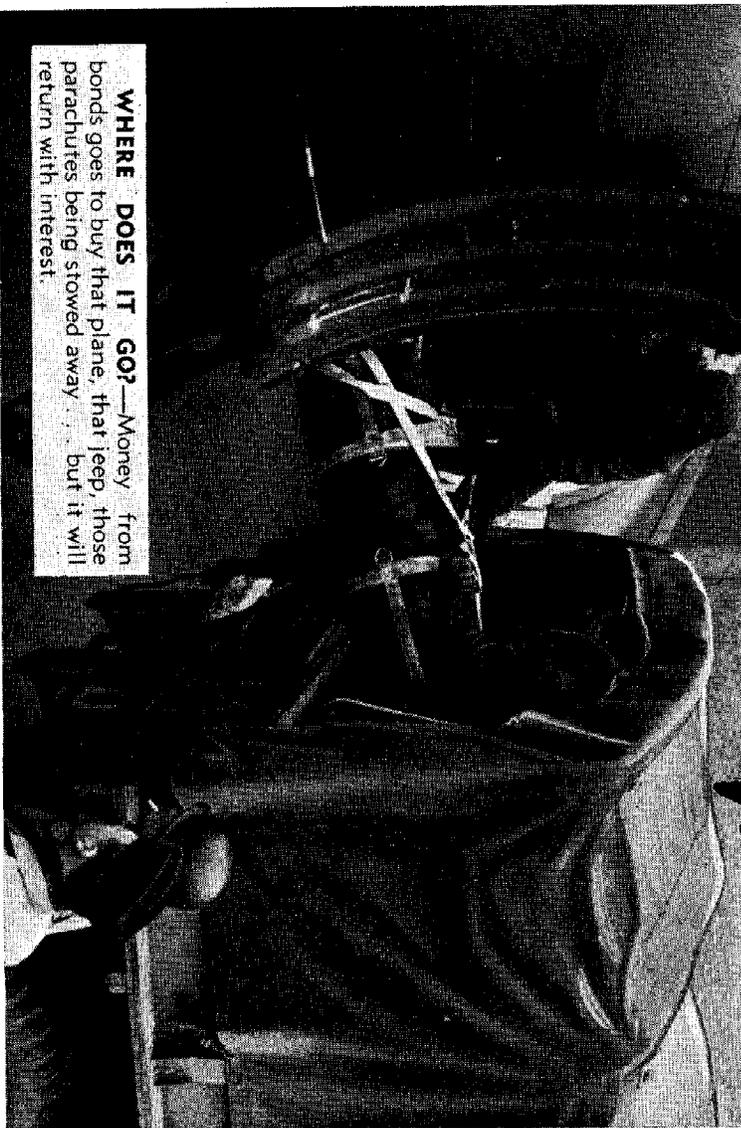
**"Why?"** buy bonds? They're a stake in the future, protection for yourself and children . . . that little house with the white picket fence, a fishing trip to Yellowstone, perhaps a helicopter for your back yard.

**"When?"** is the best time to buy bonds? That's easy . . . Today . . . this very hour . . . this very minute.

**"Where?"** does your money go? Into block-busters for Germany, gliders to carry landing troops, and right here at home, when it pays for the planes you build.



**WHEN IS NOW?**—"There's no better time to buy a bond," says Mary Lindsay, inspection, "than right now . . . today."



**WHERE DOES IT GO?**—Money from bonds goes to buy that plane, that jeep, those parachutes being stowed away . . . but it will return with interest.

# Slip Stream

**PAT CLEVELAND**, who'd punched the clock day in and day out as a leadman, was put on the administrative payroll this week, but did his pals content themselves with giving him a big handshake and a pat on the back? They did not! Instead, they rigged up a giant green badge, six by eight inches, and anchored it to him at rest period. "This is how good you think you are," they joked, "and this," handing him his small-size new badge, "is how good you really are."

A cup of coffee is just so much water with a few beans thrown in, but add a doughnut . . . and boy, you have a treat! Particularly built around them are made fresh every day in the plant cafeteria, from 6 a. m. until 3 p. m. Crisp and spicy, they plopped off the assembly line, are rolled in sugar, and packaged in wax paper, three to a dunker . . .

The new machine which turns out the doughnuts is a tricky item, and the Cafeteria help had to spend a day or two mastering it.

A sticky batch of dough is whipped up, then put in a metal container, and forced from there into the machine proper. The dough drops in fat circles onto a moving metal belt, which carries it through the bubbling fat un-



Douglas Photo by Russell Meathers

**STANDING INSPECTION**—Pictures of their boys in service were proudly displayed on the Fourth of July by employees in Inspection, Receiving. Left to right, Zelma Harwood, Howard H. Norton, Charles F. Beecham, Ruth Lanham, Army Inspector Earl Darling, Anna K. Shurtleff and Eula Croft.

**NORMA JEAN VANDAGRIF**, Center Wing Assembly C-47, has left to join the U. S. Cadet Nurse Corps . . . she'll have her training in Miami, Fla. . . .

Seaman First Class Burton Allen, nephew of W. L. ALLEN, Maintenance Mechanic Mod recently, visited the Mod recently. Young Allen is stationed at Stillwater, where he is training as a radio technician. \* \* \*

Engineering will have a dance July 8 at Indian Hills

It's American tradition to salute fighting men on the Fourth of July, and employees in Inspection Receiving had their own ideas on how it should be done. They didn't take the day off, for an old-time picnic complete with speeches and flagwaving. Instead, they were at work as usual, and brought with them pictures of their sons in service, a reminder of what they're working for.

In cardboard folders, elaborate frames and pocket-size cases, the pictures were lined up on a table in the center of the department. Air corps lieutenants, members of a marine band, scrubbed looking sailors, they were a big draw-

Recently two swing shifters, CATHERINE GEE, Fabrication Supply, and W. A. TROTTER, Inspection Sub-Assembly, were bride and groom in a double ring ceremony. An all-Douglas party, their best man was J. O. LOYD, Inspection-Fabrication, and ELIZABETH MANES, Inspection Sub-Assembly, was a maid of honor.

**TEX BENNETT**, Shears, had nary a hired hand to help harvest the oats on his farm, until a crew of workers in Raw Stock heard of his plight . . . D. D. RICE, J. K. GREGORY, C. G. KIMBERLIN, A. C. JOHNSON, JACK SATTERFIELD, VIRGIL JOHNSON and PAUL NULL climbed into their overalls, and in four hours harvested 101 bales of oats . . . after work they cooled off with a swim, then TEX served them a big country-style meal, which was even better than the dinner he provided for his helpers last season . . . and that's going some . . . \* \* \*

**F. A. STEWART**, Internal Transportation, has worked here for 20 months without being absent or late. \* \* \*

Heard at the Mod . . . M. S. "SPARKY" SUDDETH, Inspection Assembly, has gone to the Chicago plant . . . **DOROTHY KIM**, Engineering, sporting a new trim-kit almost every day from her hubby, who's stationed somewhere in England . . . \* \* \*

When he played softball here, Ernest Ritz, jr. was known as

"Kid" to his teammates. Now he's a T-Sgt. on a B-17 somewhere in Italy

ria help had to spend a day or two mastering it.

A sticky batch of dough is whipped up, then put in a metal container, and forced from there into the machine proper. The dough drops in fat circles onto a moving metal belt, which carries it through the bubbling fat until it is fired on both sides. Then, with almost a twist of the wrist, the finished product pops from the machine, is rolled in sugar, and is ready.



Douglas Photo by Russell Meathers

**SHOOT THE SINKERS TO ME, SCOTTY!**—R. H. Vansandt, Power Plant Installations, subdues a drool as he waits to claim the first doughnuts turned off the assembly line via the cafeteria new doughnut machine by E. M. Scott, Cafeteria.

Allen, nephew of W. L. Allen, Maintenance Mechanical, Mod Center, visited the Mod recently. Young Allen is stationed at Stillwater, where he is training as a radio technician. \* \* \*

Engineering will have a dance July 8 at Indian Hills Country Club. All Engineering employees are invited to come and bring their friends. JACK OGILVIE is in charge of arrangements.

sons in service, a reunion what they're working for.

In cardboard folders, elaborate frames and pocket-size cases, the pictures were lined up on a table in the center of the department. Air corps lieutenants, members of a marine band, scrubbed looking sailors, they were a big drawing card at rest period, as mothers and fathers ganged around to compare notes on their children's service records . . .

**HELEN JAMES**, who had worked at the Tulsa plant "practically since the doors were opened" and **HARVEY T. SORENSEN**, a veteran Douglasite who was one of the first men chosen for the Tulsa project, were married June 28 in the Rose chapel of Boston Avenue Methodist church.

It was an Engineering department wedding all the way, with **WANDA LOU LOFTIN** as maid of honor, **ROGER SMITH** as best man, and **LEO JOHNS** and **F. W. WELLMUENSTER** ushering. A reception at **ROGER'S** home followed, and **HELEN** and **HARVEY** then left for a wedding trip to California . . . he's transferring to the Santa Monica plant . . .

Officer **TOM DUCKETT**, Reception Desk, busy being a proud granddop . . .

**TROTTER**, Inspection Sub-Assembly, were bride and groom in a double ring ceremony. An all-Douglas party, their best man was **J. O. LOYD**, Inspection-Fabrication, and **ELIZABETH MANES**, Inspection Sub-Assembly was a maid of honor. \* \* \*

**W. K. CORDRAY**, Field Operations, Mod Center, was the lucky one this week . . . spent his vacation fishing.

Work or no work, it just wasn't the Fourth of July without a picnic, agreed employees in Central Blueprint Control . . . **ALMEDA SLATERBECK** got the gang together for an impromptu party, and even the lack of firecrackers didn't keep them from having a bang-up good time. \* \* \*

**FRANCES BRYAN**, Time-keeping, flies around the plant these days. Reason for flying . . . Frances has a small wooden propeller painted red and mounted on the handle bars of her bicycle.

To our reporters:  
We hope that youse  
Will never lose  
Your nose for news,  
And so we pray  
It never gets  
As hard to find  
As cigarets.

**Bernice Harding**, D343; **Frieda Madison**, D379; **Glenn LaForge**, D581; **Ruth Swanson**, D401; **Wanda Lou Loftin**, D258; **Roger Smith**, D258; **L. R. Minnugh**, D4-283; **R. C. Lamkin**, D635.

When he played softball here, Ernest Ritz, jr. was known as "Kid" to his teammates. Now he's a T-Sgt. on a B-17 somewhere in Italy . . . and he's still playing softball. Says his team has played 10 games and lost



"KID"

only two Ritz helped unpack the first shipment of crib supplies for the plant as an employe in Plant Tool Control. He says he'd like to hear from some of his friends here. His address is: T-Sgt. Ernest C. Ritz, jr., ASN, 18161675, 99 Bomb Group, 348 Bomb Squadron, APO 520, % Postmaster, New York, N. Y. \* \* \*

**LOTHA H. HUGO**, Jigs and Fixture Fabrication, and **ARTHUR BRINKLEY**, Tool and Die Fabrication, were married June 2 . . . Arthur left June 7 for the navy, but due to a back injury received in an automobile accident several years ago he is being released from service, and will soon return to his job at Douglas. \* \* \*

**E. V. BLAKLEY**, Armament, Mod Center, is back on the job after a quiet one-week vacation at home. \* \* \*

The brunette brushing up on her Spanish accent is **LORRAINE HALE**, Plant Superintendent's Staff at the Mod Center . . . the lucky crier is leaving July 13 for Mexico City.