

TULSA Douglas City News

Vol. II—No. 14

Friday, July 14, 1944

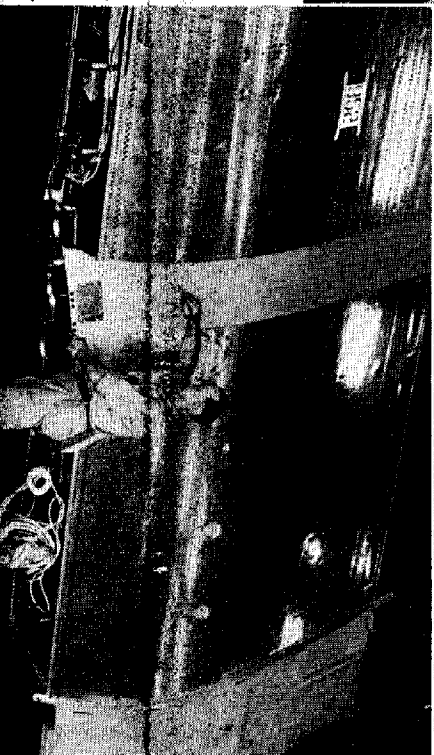
Tulsa, Oklahoma



Douglas Photos by R. M. McCormack

FIRST ON THE LAST—

Three of the first employees to buy a bond and sign the scroll were, left to right, L. E. Crawford, Final Assembly; J. Dietz, Maintenance Sheet Metal; Esther Sallee, Templates. Roy Wilson, Payroll, right, re-



Name Last Liberator If You Help Buy it

It's your war . . . name your B-24. If you were asked to name a B-24, a giant Liberator which will soon be writing history over Japan or Germany, what would your choice be? Better be making up your mind, for if you've bought a bond since July 8, you will* be eligible to submit a name for the last B-24 built at the Tulsa plant.

The plane, now known only as 952, is on the assembly line. Douglas workers will not only build her, they will pay for her with their bond purchases and send her skyward with the name of their choice.

She'll be going into famous company, taking her place with the Memphis Belle, Miss Dallas, and Panama Hattie . . . not to mention Black Jack, Messy Bessie and Sad Sack. She's your plane, and you'll name her.

Airview News is sponsoring the "Label a Liberator" contest, and will present a \$25 bond to the winner.

To be eligible to submit a name for the Liberator, you must have purchased a bond, of any denomination, since Monday, July 8, when the

Sixth of U. S. 1944 Planes Douglas-Made

For the first five months of 1944 Douglas Aircraft company produced an average of 17.2 per cent of the nation's war planes.

The figure is on the basis of pounds of airframes produced.

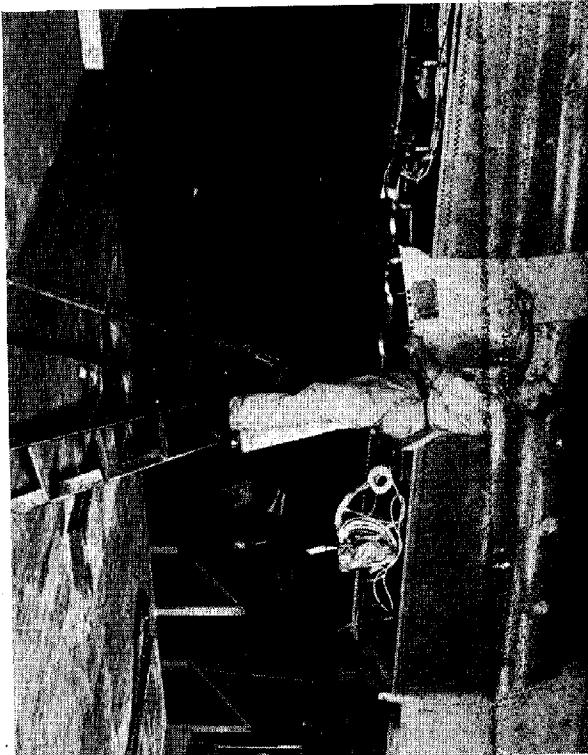
This production leads the country and outstrips Douglas' nearest "rival" by more than 7,000,000 pounds.

16,380,000 Pounds
May's production of airframes—plane bodies exclusive of engines, propellers, armament and government furnished equipment — was 16,380,000 pounds, with an additional 2,000,000 pounds of

FIRST ON THE LAST—

Three of the first employees to buy a bond and sign the scroll, were, left to right, L. E. Crawford, Final Assembly, J. Dietz, Maintenance Sheet Metal; Esther Sallee, Temples. Roy Wilson, Payroll, right, recorded their purchases. Below, first bond purchaser W. H. Dobbs, Power Plant Installation, signs the wing on last B-24.

Bond captains are canvassing their departments to sell the greatest number of bonds before the last Liberator to be assembled in the Tulsa plant goes out the door.



Stay on War Job Through Critical Period Is WMC Plea

An appeal to all employees to stay on their war jobs was made this week by Dan Kenan, Area Director of the War Manpower Commission. He writes:

"The invasion has begun. We are face to face with a very critical situation. We cannot turn back on the battle front, nor can we slow down the production lines on the home front.

"Our boys in uniform and in the front lines are in a tough spot. We know they will stay in there and fight as long as necessary to win. Many will never return.

"We at home have tough jobs. The weather is hot, our work is often dirty and sweaty, and we sometimes feel like quitting to look for easier work. But bear in mind that the boys in fox holes might like to change jobs too, have a bath or clean clothes or a good night's sleep. Are we better than these boys?"

"May we appeal to all employees everywhere in the Tulsa area to lay aside any discontent and forget hard jobs, pet peeves or urges to stay at home and take it easy. Let's stay on the job every day.

"Absenteeism and turnover hurt the war effort. Those in uniform are never absent and can't change jobs for more pleasant or better-paying work. Let's not let the boys down now."

Do Any of These Apply to You?

If, since coming to work here, you have changed your name, address, or phone number; been married, separated, widowed or divorced; had a change in the number of your dependents; had any member of your immediate family enter or leave the armed forces; or received notification of their death, disability, or that they are missing action, be sure to report it.

Some of these changes may affect your present paycheck, your future Social Security benefits, or recognition of the part members of your family are taking in various branches of the armed forces.

Your supervisor, foreman, or personnel service representative will give you the forms necessary to change your records.

Airview News is sponsoring the "Label a Liberator" contest, and will present a \$25 bond to the winner.

To be eligible to submit a name for the Liberator, you must have purchased a bond, of any denomination, since Monday, July 8, when the

Bond sales at the plant during the Fifth War Loan Drive have reached \$1,433,150. War savings stamps, in one and five dollar denominations, are now on sale at the bond house, for workers who prefer to make their bond purchases gradually.

drive to "buy" the last Tulsa-built B-24 began.

Fill in the contest blank which you will find on page four of this issue or write a memo giving the same information, and send it to the Airview News office, D131. Write legibly, and give full information.

Contest judges will be members of the Special Drives Committee: Grant Seibert, Final Assembly; Doris Mackenzie, Parts Supply A-26; and Meredith Kilgore, Cost. Their decision will be final.

Bond purchasers since July 8 are also privileged to sign their names on the wing section of the last Tulsa-built B-24.

In addition to signing the plane, each purchaser will sign a long white scroll at the bond house. The scroll, a personal message to the fighting men of the Air Forces, will be placed inside the completed ship.

Those who have already purchased bonds and signed the scroll, and who will be en-

(Continued on Page 4, Col. 2)

16,380,000 Pounds

May's production of airframes—plane bodies exclusive of engines, propellers, armament and government furnished equipment—was 16,380,000 pounds, with an additional 2,000,000 pounds of spares, F. W. Conant, vice president in charge of manufacturing, said this week.

In assessing the tremendous total of planes, Douglas included in its contribution to America's air power frames for A-20 Havocs, C-47 Skytrains, C-54 Skymasters, B-24 Liberators, B-17 Flying Fortress, and SBD Dauntless dive bombers.

In addition to its record of production by weight of airframes, Douglas also produced the greatest unit volume in many months.

Champion Production

For reasons of military security the number of units cannot be revealed.

However, Conant announced that the unit production was 13.8 per cent of the nation's total.

Conant pointed out that the May unit figure was achieved in spite of the fact that the planes Douglas now produces weigh more on an average than those heretofore manufactured.

—BUY MORE THAN BEFORE—

Dance in Cool

Breezes at Joe's

Dance under the cool breezes at Tulsa Joe's Saturday night. Everett Orman and the Cavaliers will furnish the music.

First dance begins at 9:30; the second at 1:30 a. m.

Published Weekly by the

Industrial and Public Relations

Division

Douglas Aircraft Company, Inc.

JEAN SHAFER, editor

Associates: Constance Smith, Elizabeth Stuber, Harold Carloss, Staff Artist: R. M. McCormack, Staff Photographer.

Contributors: Wilnot Dahlem, Ray Crowley, Russell Meathers, Ina Sears, Jack Sasser, Hal Bayer, D. W. Reynolds, Arthur Johnson, Helen Montgomery, De Loris Kester, Jim Swinney, Bernard Melehan, Wayne Martin, W. K. Carr, Marie Hamlin, F. M. Lynch, R. B. Baggett, Barton Tyler, Harry Greer.

Address all communications to the editor, Airview News office.

If You Want A Cigar, See These Papas

Douglas families increased in number this week as the stock delivered bundles to these proud papas:

Michael Lee Butefish . . . to J. C. Butefish, Purchasing, and Mrs. Butefish, July 5.

Herman Leroy Bigbey . . . to Carl Bigbey, Machine Shop, and Mrs. Bigbey, July 5.

Everet Dean McCormack . . . to E. D. McCormack, Internal Transportation and Mrs. McCormack, June 27.

Charles A. Passamante, jr. . . . to C. A. Passamante, Engineering, and Mrs. Passamante, July 8.

Donna Ray Davis . . . to B. F. Davis, Mod Center, and Mrs. Davis, June 29.

Jerry Wayne Hutton . . . to W. B. Hutton, Maintenance Carpenters and Painters, and Mrs. Hutton, July 11.

Workmanship Brought 'Wolf Wagon' Home

"Wolf Wagon," a B-24 Liberator bomber, is a flying miracle which can be attributed to the American workers who build these sturdy, durable planes.

This plane returned to her home base from Ploesti with 300 holes after a lone attack on nine enemy fighters!

"The sky had been full of planes, flak and falling parachutes the day of that raid. After a series of hits we were almost alone," reports the radio operator. "We went into a steep dive to catch another group of planes below us."

Lone Attack

"It was probably the first time a lone Liberator ever attacked nine fighters."

"The dive was so steep that first we hit the roof, then we were pinned to the floor."

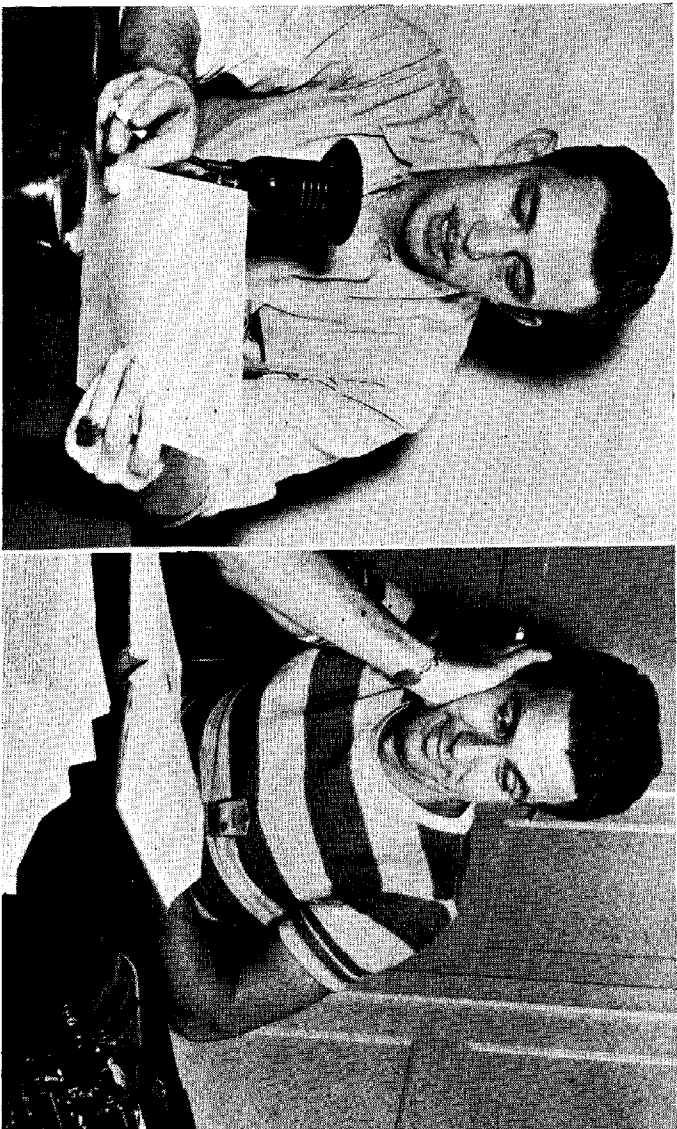
Then the fighters which had

scattered before came back. T/Sgt. Carpenter, the engineer, knocked down one of the attacking fighters and S/Sgt. Richard A. Hancock in the right waist, got another. T/Sgt. Phillips claimed a "probable" from his nose position.

The fighters began to respect this Lib that wouldn't go down. "Wolf Wagon" was like a punch-drunk boxer that wouldn't hit the canvas. Interphones were out.

The hydraulic system had sprung a number of leaks and the electric system was damaged. Three wing gas tanks had been hit but didn't catch fire.

"We found out on landing that each propeller had been hit at least once," related Lieut. O'Connor, the pilot. "The number two and three engines were also hit but they



to C. A. Passanante, engineering, and Mrs. Passanante, July 8.

Donna Ray Davis . . . to B. F. Davis, Mod Center, and Mrs. Davis, June 29.

Jerry Wayne Hutton . . . to W. B. Hutton, Maintenance Carpenters and Painters, and Mrs. Hutton, July 11.

Jaqueline Ann Crabtree . . . to James A. Crabtree, Time Standards, July 5.

These Were Found At Mod Center

If you have lost something at the Mod Center, it may be in the Lost and Found collection at the Plant Protection office.

Lieut. W. V. Morgan lists this group of articles: several tools; wedding rings; gold locket; several pairs of glasses; keys; raincoat belt; coin purse; and a pair of men's gloves.

OPHELLA . . . by Dwig



"We found out on landing that each propeller had been hit at least once," related Lieut. O'Connor, the pilot. "The number two and three engines were also hit but they didn't stop. That saved us."

Miracle Landing

"We finally got out of the attacks," he continued, "but there was still the landing. We arrived at home base with not enough gas left to circle the field again, and with some still dripping in the bomb bay."

"Our hydraulic system was out, so we cranked down the landing gear and wing flaps. We kicked the nose wheel into position."

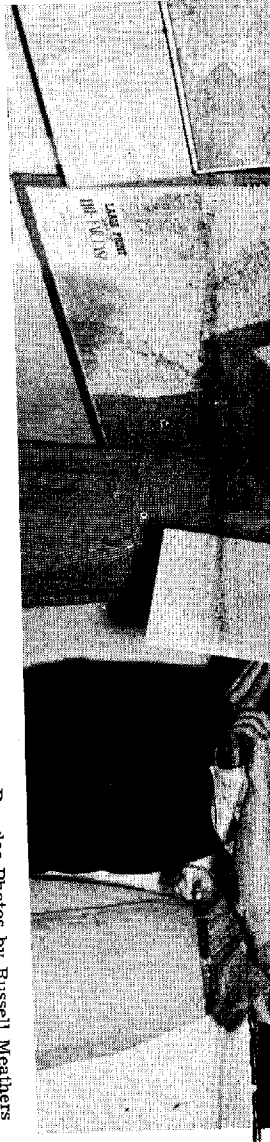
"When we crawled out of the bomb bay to look around, we found half the tail held only by the skin of the bomber. We counted more than 200 holes, and that was just the beginning. There were at least 300. I still don't know how we made it back."

—BUY MORE THAN BEFORE—

War Dad's Open Meeting Sunday

At the open meeting of the War Dads Sunday at 2:30 p. m. at the American Legion Hut, T. J. Schuetz, president and general manager of Braden Winch company and president of chapter No. 2 of the War Dads, will tell of his company's work in hiring veterans of World War II and helping them become readjusted to industrial work.

The War Dads are asking for weaving frames and games to be sent to veterans in hospitals.



Douglas Photos by Russell Meathers

YOU'RE ON THE AIR!—"The Voice", at left, is George Churchill, Parts Supply A-26, who broadcasts news flashes to first shifters from the telephone room. At right is Ellis Foster, Assistant Safety Engineer, "sweating out" his script which he is preparing for second shift workers. Lower picture, Irene Hauser, right, and John R. Milligan, Engineering, drop in at the Engineering Library after the EMC news-cast, to help librarian Mary Bodenheimer, left, chart the latest advances of Allied troops.

Meet the Men Behind the Mike on EMC News Flashes

"May I have your attention? . . . Your attention, please." It's your EMC newscaster speaking, bringing you by public address system latest flashes from the war fronts when important news breaks during work hours. On first and second shift rest periods, workers pause quietly to hear the

bulletins from Caen, St. Lo, Paramushiro and Shumushu. . . . wherever our men are handing death to the enemy. Voice behind the mike on first shift is George Churchill, Parts Supply A-26. A veteran actor, he has starred in many Tulsa Little Theater and University of Tulsa Experimental Theater productions. He volunteered his services to the Employee-Management Committee when the idea of newscasts to employees was originated.

Second shifters hear Ellis Foster, Safety, who has had radio experience at KVOO, and with the Columbia Broadcasting System in Chicago. Both Ellis and George pre-

pare their own scripts, keeping a dictionary handy to solve the tongue-twisters of foreign pronunciation. Mary Bodenheimer, Engineering Library, likes the idea of the EMC newscasts so much that she keeps a file of the scripts, and uses them as reference for keeping her three big wall maps up to date.

On one map Mary has strung pins and thread to show Allied advances in Italy, on the French coast, and on the Russian front.

Another shows the advances in Jap-held territory, and the latest is a detailed map of France, showing the villages as we capture them, one by one.

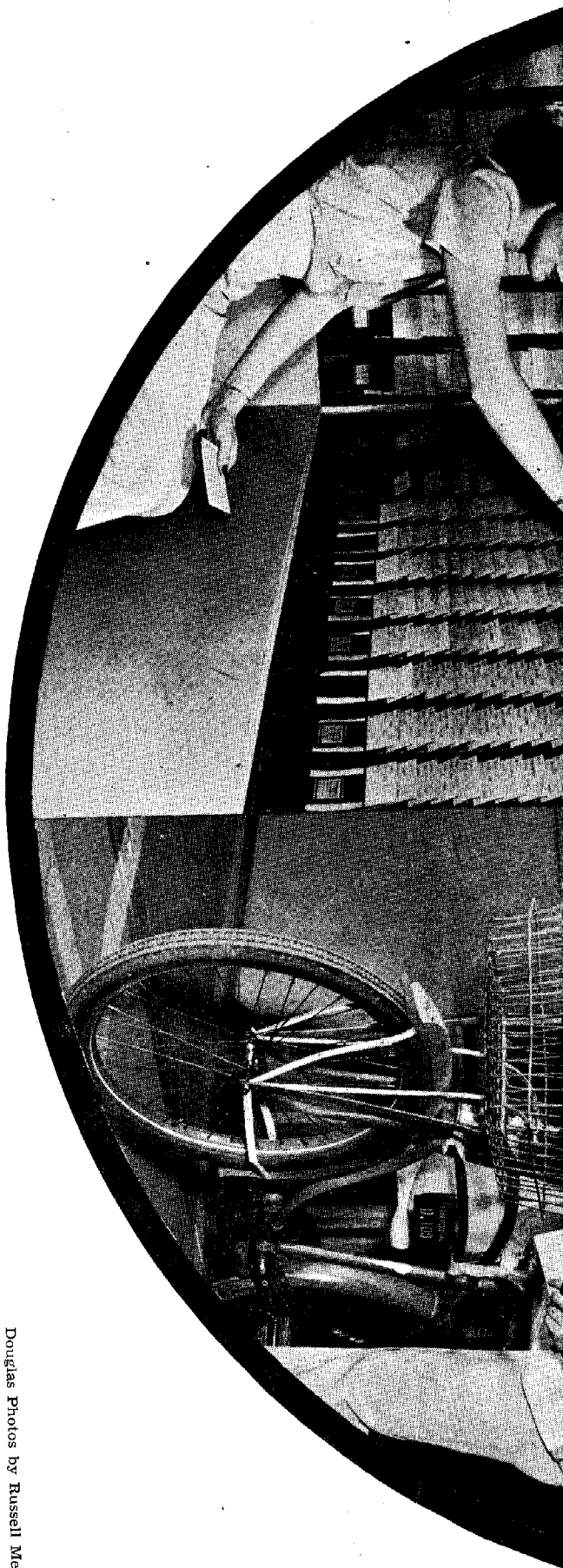
Former Fireman Now B-25 Gunner

A release from Lieut. Gen. Ira C. Baker, Commander in Chief of the Mediterranean Allied Air Forces, tells of former employee, Sgt. Frank Beets, who was with the Fire department here until October 1942 when he left to join the army. It reads, "Completing a 5000-mile flight from the States to the Mediterranean area, Sergeant Frank T. Beets has arrived overseas for combat duty."

"He will serve as an aerial-gunner in a veteran B-25 Mitchell bomber squadron that has participated in the Tunisian, Sicilian and Italian campaigns."

"His squadron was the first medium bombardment unit to attack the Italian mainland, the first to operate from a base in Italy, the first to bomb the Balkans and played a major role in the recent 'operation strangle' stopping all rail traffic between Florence and Rome."





Douglas Photos by Russell Meathers

AROUND THE CLOCK—Reading clockwise starting upper right, Nadine Looney, Timekeeping, crawls in a B-24 to hunt for a worker whose time slip is missing; red-head Faye McClure pedals off to whisk some time slips to another station; at station 5, one of the "hot spots"

of the plant, Opal Monger is racking time; Mary Russell, in next picture, makes out time slip for O. D. Casey, Machine Shop; tiny Helen Morgan is "bating 8s" on payroll cards. Center inset is W. F. Langley, Assembly Installation, who pencils his own time slip.

Where Does Your Tax Money Go? Ask Timekeeping

By ELIZABETH STUBLER

You have to be more than a clock-watcher to work in Timekeeping. Minimum requirements for the job are (1) a Dick Tracy badge; (2) a memory as unbeatable as Elmer the Elephant's, and (3) flat feet. If you don't have flat feet when you take the job, you* will after a few weeks.

It's Timekeeping's job to make sure that the money you pay in taxes isn't being wasted.

If you're an employe in a direct department you may have wondered why you have to be bothered with making out a time slip for every job. Here are some of the reasons: Using these slips indicating

the time it takes to turn out a certain number of parts, our statisticians can determine in just how many manhours and at what cost a job can be accomplished. With these facts, we can promise the army a definite number of planes at a specified date . . . and know that the schedule can and will be met.

They show weak spots in

production and help proper sources correct these defects.

From these cards, the Cost department can make an accurate check on the amount of money spent on each plane.

The plant payroll for direct departments is based on Timekeeping figures, and the government reimburses the company by billings based on Timekeeping's work.

* * *

Keeping tab on each employe's time is an exacting and painstaking job.

If you're a first shift employe, your payroll card is

marked by a second shift clock checker from Timekeeping. Ink-pad strapped to her wrist, she looks at your card to find out how long you worked, "extends" any overtime after checking the overtime authorization from your supervisor, and also keeps an eye peeled to see who was late, who was absent, and who forgot to clock his card.

She must account for every card on her beat by the time her eight hours are completed, meeting a deadline as strict as any newspaper's. On her work depends your weekly paycheck.

If you are an employe in a direct department, your time is accounted for every tenth of an hour you spend on the job. Timekeepers collect time tickets at frequent intervals and daily compute the elapsed time.

* * *

Tickets must be carefully checked to be sure there was no "fudging," because they are the basis on which Douglas bills the government on all expenditures on direct labor.

In a busy fabricating department

(Continued on Page 6, Col. 3)

A-26 Needs Little People

Small Workmen Do Big Production Job

The drive is on at Douglas... a drive to recruit the "little people" to work on the new A-26 program. But it's not the "little people" of Irish folklore that will be hired, but the workers of small stature, whose only "magic" is that they can wedge themselves into spaces too small for the average-size worker.

The Invader program, which soon will be in full swing, will need the talents of many small people, to do fuel cell installations in the wings of the A-26.

Any worker who averages five feet or less in height can qualify, and should fill out an application blank at Downton Personnel.

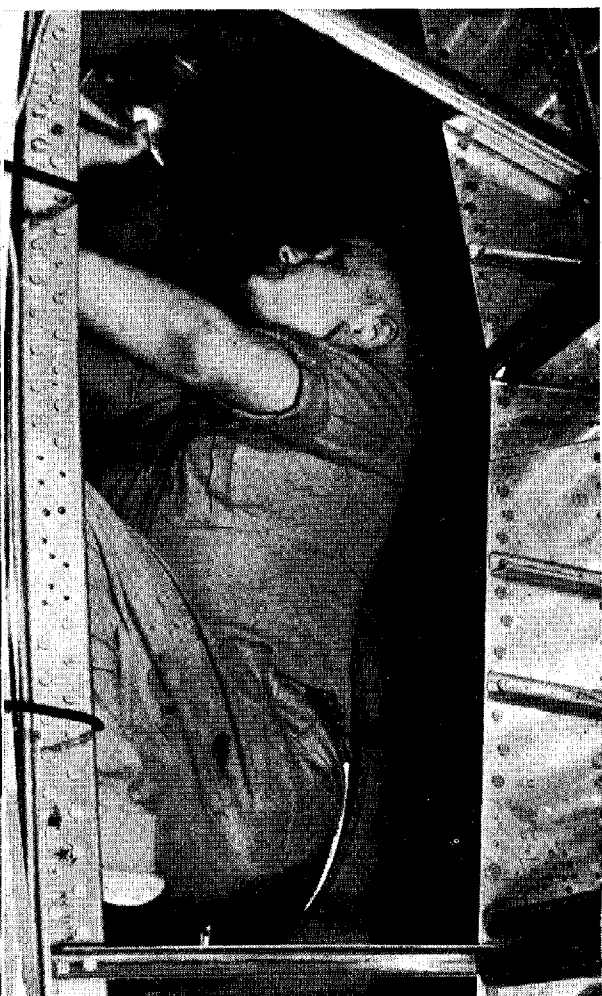
Already on Job

Midgets, who once could look forward only to a job in a carnival side-show, have been absorbed into the aircraft industry, where they're doing big jobs.

Already on the A-26 program is Vena L. Dixon, Engine Preparation A-26, who at present is assembling cowl flap rings and making brackets for motors. She tips the scales at a feather-weight 82 pounds, and is four feet seven inches in height.

She worked on the B-24 line before her transfer, installing fuel cells, and probably will do the same type of work on the Invader.

Another miniature worker is 22 year old Clifford L. Coleman, Final Assembly, who



Douglas Photos by Russell Meathers

IT'S A TIGHT SQUEEZE—Clifford L. Coleman, upper left, Final Assembly, wedges his four feet seven inches inside the wing of a B-24 for some intricate drilling. Lower left, Vena L. Dixon, Final Assembly, who measures only five feet and weighs

Bill Carr Comes Home After 14 Months Overseas

That his son Bill was coming home after 14 months overseas in active combat, was the word received this week by W. K. Carr, Contract Termination.

Bill, who was wounded once, was in the drive with the 45th division from Africa through the Anzio beachhead campaign and on into Rome.

scates at a leaner weight of pounds, and is four feet seven inches in height.

She worked on the B-24 line before her transfer, installing fuel cells, and probably will do the same type of work on the Invader.

Another miniature worker is 22 year old Clifford L. Coleman, Final Assembly, who measures four feet seven inches. At Douglas since April 20, 1943, he inches into the B-24 wing to install outboard fuel cells. He wants to go to the A-26 line to do engine hook-ups.

Youngsters Needed

An 18 year old who has found his place at Douglas is Leroy Jenks, Final Assembly, who works second shift on a job similar to Clifford's. He installs fuel cells and adjusts the parts that keep the gas tanks from collapsing. Five feet, when he stretches, Leroy weighs only 96 pounds, and he scrambles in and out of the B-24 wing like a piece of greased spaghetti.

There's a possibility that a number of small 16 and 17 year old boys will be hired, in addition to more mature workers, to aid the Invader program.

—BUY MORE THAN BEFORE—

Welfare Offices Move into Plant

The Welfare offices have been moved to mezzanine 7, column 64, from the north canteen.

With this move, all Welfare projects will be situated on that mezzanine . . . the legal aid counsel; loans; welfare store; safety shoes; postage stamps; money orders; and free notary public services.



Douglas Photos by Russell Weathers

IT'S A TIGHT SQUEEZE—Clifford L. Coleman, upper left, Final Assembly, wedges his four feet seven inches inside the wing of a B-24 for some intricate drilling. Lower left, Leroy Jenks, Final Assembly, who measures only five feet and weighs 96 pounds, wriggles into an 8" by 16" opening in the B-24 wing to install fuel cells. Right, Maxine Price, Engine Preparation A-26, leans down for a word with tiny Verna Dixon, one of the workers of small stature already required for the A-26 project.

Buy Bond and Label Liberator

(Continued from Page 1)

to write their names on the B-24 include:

W. H. Dobbs, Phyllis McCollum, C. Martin, R. C. Carl, Polly Shearill, Jimmie M. Eaves, Beatrice B. Hicks, Osa Fender Shannon, Theodore Galusha, Dorothy Millam, M. A. Scriver, J. P. D. Foster, J. Walter Smith, Cora L. Shelton, Ollie H. Taylor, John H. Sanford, C. C. Mathews, Arthur R. Guinn, Roy F. Addison, Doc Laman, B. C. Stauder, Nancy Carna, Levi P. Chambers, B. J. Chatham, C. Leon Chesney, Virginia A. McLand, Louella Yetter, M. C. Mitchell, J. E. Ellis Garmon, Mary E. Lindsey, Olga L. Berry, Theresa S. Isbell, Glenn E. LaForge, Margaret J. Sturgell, Lucille Warman, Reeves, Eula C. Gott, H. H. Gillespie, James C. Wood, Stanley E. Bates, Chas. H. Burton, Irvin C. Chapel, Nathan H. Bilyeu, Coy Biers, Eloise Vaughn, Travis P. Reese, Sheron Faye King, W. H. Anders, Jewell Y. Southland, C. B. Rice, Wilma Deane Holland, Ray S. Hinkle, Ernest B. Painter, Lee M. Holcomb,

Lucy M. Simler, Maudie E. Daniels, Lucille L. Kennedy, H. S. Smith, Ruby M. Jones, Creed H. Witt, Bertie A. Jackson, S. A. Shanks, O. S. Krawser, H. L. Hankins, Clyde Holman, Elbert C. Hamby, Elmer Wyrick, A. V. L. Alexander, R. A. Tussey, H. B. Schellhorn, A. P. Tedder, Georgia Lang, G. W. Cook, Blanche B. Plouzek, Everett L. Hensley, Ina Mae Sears, Richard F. White, A. L. King, Kenneth Southard, Elvie Conner, Jane Brownfield, Rena H. Bryan, James W. Axton, L. G. Ziegler, John C. Long, Estelene Riddle, Jessie Rhodes, Walter E. Yarbrough, E. L. Heiser, A. B. Sartors, Zella G. Reese, Ayres S. Stern, Elda Ruth Bidde, Cora S. Jackson, Robert J. Peugh, Alan Greer Shullman, Adius M. Collier, Lucella M. Whisenant, Manoh B. Gray, Jackie Farmer, Richard Mark Fulton, Lois Yuet, Mary A. Patterson, P. T. Kennedy, Doris Payne, Ethale Peirce, R. M. Peirce, Joe H. Hall, William E. Green, Pearl I. Campbell.

Label a Liberator Contest

I have bought a bond since Saturday, July 8, and am eligible to submit a name for the last B-24 to be built at the Tulsa plant, and to complete for the \$25 war bond prize offered by the Airview News.

My choice is _____

Name of contestant _____

Department _____

Shift _____

Fill in this blank or put the same information on a memo and mail it to the Airview News, Department 131, before midnight, July 25.

It's Your War . . . Name Your B-24

Former Employee In Concert at Nation's Capitol

Attaining

recognition in

Washington

music circles,

Marcella Pear-

son Briggs,



MARCELLA

July 9.

Marcella appeared as co-soloist with Pvt. Edward Haines, USMC, a former member of the Philadelphia Symphony. She also accompanied him in a group of violin numbers on the program headed by Capt. Michael Bartlett, USMC of the Metropolitan Opera association.

A noted concert artist throughout the state, Marcella worked here until last January.

—BUY MORE THAN BEFORE—
Report your housing tips to 3155.

That his son Bill was coming home after 14 months overseas in active combat, was the word received this week by W. K. Carr, Contract Termination.

Brother Wounded

—BUY MORE THAN BEFORE—

In Invasion, Home

Wounded as he went in with the first wave of men to invade France, Pvt. Richard Benene, brother of Evelyn Leverett, Electrical Spot Weld Fabrication, was flown back to this country for hospitalization.

A telegram from him Saturday stated that he had landed at Mitchell Field and would soon be sent to a hospital closer home.

—BUY MORE THAN BEFORE—

Two Classes Are Open to Employees

Enrollment is still open in two classes offered free to employees by Industrial Training. "Fundamentals of Blueprint Reading as Applied to Aircraft" opens Tuesday night at 6:30 at Washington school with L. E. Evans, Planning, as instructor, it will meet every Tuesday and Thursday. "Aircraft Mechanics", which began this morning, will be open for enrollment for two weeks.

It meets at 10 a. m. on Monday, Wednesday, and Friday. Jim Bowman, CAA staff, is instructor.

Pistol Team Stymied... Meet Set but No Guns

Sharpshooters Practice With Wood Pistols

Plans are being made by Tulsa plant employees to enter the first all-Douglas plant telegraphic pistol team match Sunday, August 12.

But there's a fly in the ointment! There isn't going to be a Tulsa team entered unless five .22 Colt match target automatics can be secured immediately for practice and use during the match.

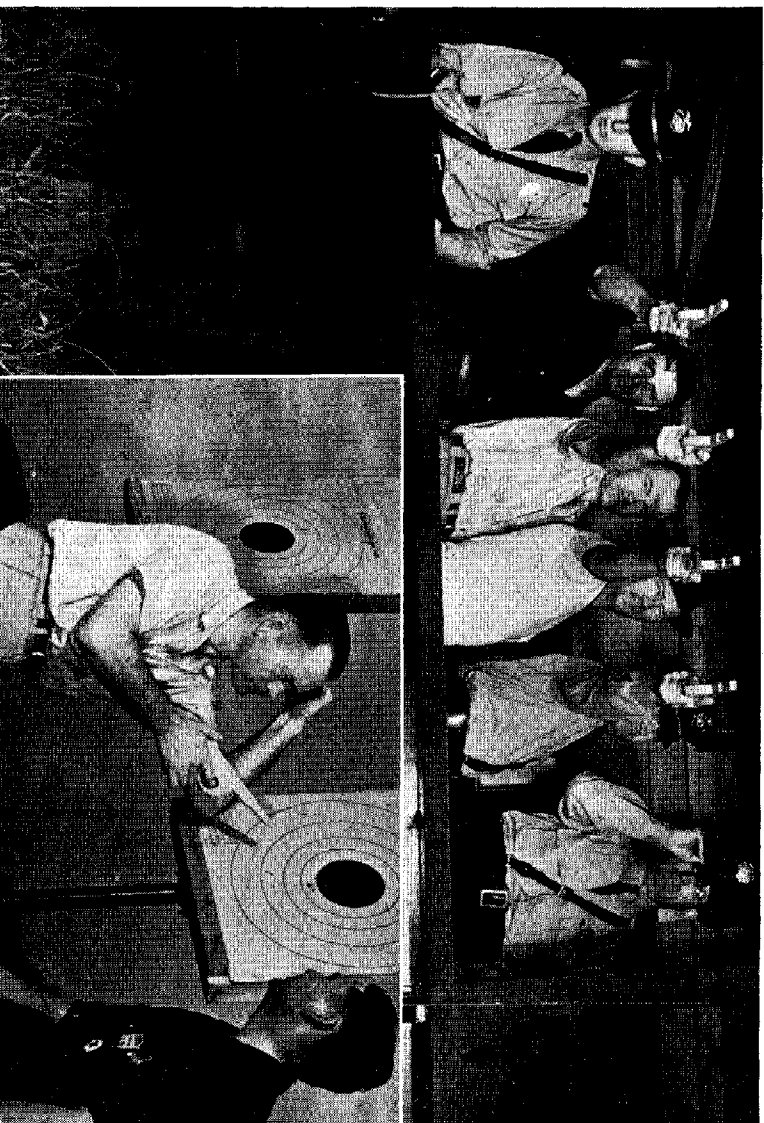
Because of war restrictions, members of the pistol team are unable to find pistols on the market nor do they own any .22 automatics. So they are extending a plea to Douglas employees or their friends to loan the pistols to them during this brief period.

Loans Needed

Employees wishing to loan the pistols should contact Lieut. E. A. Holland, Plant Protection, 2158, or Wayne Martin, Welfare, 4165.

The Tulsa plant (providing they obtain the pistols) will hold their matches at the Douglas police practice range north of the plant. Under the sponsorship of Welfare, a five-man civilian employe pistol team and a five-man police team will enter.

Their scores will then be telegraphed to the west coast headquarters where they will be compared with scores of similar teams from the Chicago, Santa Monica, El Segundo, Oklahoma City and Long Beach plants.



Douglas Photos by Ray Crowley

WILL IT COME TO THIS?

—With wooden pistols they line up to practice for the all-plant pistol match August 6. Needed are .22 and .38 pistols if the match is to come off. Left to right: Lieut. E. A. Holland; G. H. Cleveland, Pete Elliott, and Tom Kendall, all of Tool and Die Fabrication, Sgt. T. M. Walton, Officer E. R. Mayfield, Plant Protection. Below, Kendall, Elliott and Cleveland view the target, still untouched.



Golf Tourney Set July 23

Membership Vote to Determine Course

A "flight tournament" will take the place of a "Hecklers Tourney" originally scheduled for Sunday, July 23, by the Douglas Golf club.

A poll of the members will be taken to determine the popular choice of golf courses on which the remaining tournaments will be staged.

Result of the poll will be announced in next week's Airview News.

Seven flights were arranged for the July 23 tournament by using each player's established handicap, computed from all previous tournaments held by the Douglas Golf club. Any changes in a player's handicap will be posted at the golf course.

In order to qualify for prizes, all score cards must be signed and turned in by each player in the foursome without any alterations on the score card. Prizes will be awarded the player with the lowest medal score in each flight.

Foursomes should be selected, if possible, from the flights listed below:

Flight "A" handicap from one to 8, inclusive, seven players—Marion Askey, Ted Gwin, Roy Hastings, J. E. Holstrom, F. E. Johnson, George Whitehead, and H. R. Scott.

Flight "B" handicap from 9 to 13, inclusive, 24 players—Jack Bright, J. Brunton, D. R. Burton, Joe Chandler, Fink, T. Gabbert, Charles Goss, R. W. Houser, R. E. Jackson, W. A. Johnson, C. A. Midner, H. H. Miller, W. E. Mulikin, William Owen, W. E. Richardson, H. E. Roberts, R. U. Under-

team and a five-man police team will enter.

Their scores will then be telegraphed to the west coast headquarters where they will be compared with scores of similar teams from the Chicago, Santa Monica, El Segundo, Oklahoma City and Long Beach plants.

Pete Elliott, and Tom Kendall, all of Tool and Die Fabrication, Sgt. T. M. Walton, Officer E. R. Mayfield, Plant Protection Below, Kendall, Elliott and Cleveland view the target, still untouched.



Trophies

Individual trophies will be awarded by Welfare to the winning team of each division. Using both .38 and .22 caliber pistols, teams will shoot slow fire, time fire and rapid fire matches.

The matches will be conducted under National Rifle association rules. This requires the use of the standard American rapid fire target with 3.39 ten rings. Firing will be done at 25 yards and both .22 and .38 pistols must be fired.

Contestants will fire in the following manner: ten shots slow fire; five minutes; ten shots time fire, 40 seconds; ten shots rapid fire, 20 seconds; thirty shots for each event making a total of sixty shots fired.

Trophy Goes to League Champs

Teams of the Liberator and Dauntless leagues have a goal to strive for . . . that of becoming the champion of the Tulsa plant. At the close of the softball league season, the winning team of each league will go to bat to see which group of players is tops.

Under the sponsorship of the Welfare division, a team trophy will be awarded to the plant champions.

First and Second Shift All-Stars In July Playoff

Through popular demand, plans are being laid to select an all-star Tulsa plant softball team for both first and second shifts. Selection of softball players to represent the all-star group will be made by managers of the teams in the Liberator and Dauntless leagues.

Votes for all-star players are being mailed to the Welfare division this week and the results of the poll will be announced next week in the Airview News. Players for a first, second and third team on each shift will be named, and these teams will battle it out for the honor of being represented on the all-star first and second teams.

When the all-stars are selected, there will be an all-star Douglas play-off between the first and second shifts during the latter part of July. This game will be held on a Sunday so that all employees will be able to root for their respective shift team.

After the final selection of the Tulsa all-stars is completed, they will meet an all-star Oklahoma City team from the Douglas plant there. One game will be played in Tulsa, another in Oklahoma City.

Softball Schedule

GIRLS AIRCRAFT LEAGUE

Friday:	7:30 Sky Pilots vs. Havocs, Newblack.
	7:30 Welderettes vs. Spartaneettes, North Peoria, south.
Monday:	8:00 Meadow Gold vs. Sky Pilots, Newblack.
Wednesday:	7:30 Welderettes vs. Sky Pilots, Crawford.
	7:30 Havocs vs. Meadow Gold, Archer.
Friday:	7:30 Inspection vs. Mod Rowdies, North Peoria, north.
Monday:	9:00 Army Property vs. Army Flight, North Peoria, south.
Tuesday:	7:30 Engineering vs. Inspection, North Peoria, north.
	9:00 Sub-Assembly vs. Mod Havocs, North Peoria, north.
Thursday:	7:30 Mod Rowdies vs. Engineering, North Peoria, south.
	9:00 Inspection vs. Mod Havocs, North Peoria, south.
Friday:	9:00 Maintenance vs. Power Plant, North Peoria, north.
Monday:	7:30 Machine Shop vs. Tooling, North Peoria, south.
Tuesday:	7:30 Modifiers vs. Maintenance, North Peoria, south.
	9:00 Fabricators vs. Buyers, North Peoria, south.
Thursday:	7:30 Power Plant vs. Modifiers, North Peoria, north.
	9:00 Maintenance vs. Buyers, North Peoria, north.

Softball Log

DAUNTLESS LEAGUE

Team	Won	Lost	Pct.
Mod Havocs	13	0	.923
Army Flight	12	2	.857
Army Property	12	6	.667
Sub-Assembly	7	8	.467
Engineering	7	8	.467
Mod Rowdies	4	11	.263

LIBERATOR LEAGUE

Team	Won	Lost	Pct.
Maintenance	12	2	.857
Buyers	11	3	.786
Power Plant	10	4	.714
Modifiers	9	6	.600
Fabricators	9	9	.500
Toolers	3	12	.200
Machine Shop	1	13	.071

GIRLS AIRCRAFT LEAGUE

Team	Won	Lost	Pct.
Havocs	14	0	1.000
Meadow Gold	9	5	.643
Spartaneettes	7	8	.467
Sky Pilots	5	8	.385
Welderettes	2	11	.154

SWING SHIFT LEAGUE

Team	Won	Lost	Pct.
Sheet Metal	11	1	.917
A-26 Assembly	9	3	.750
Mod Assembly	8	3	.692
Blueprint	6	6	.500
Machine Shop	2	10	.154
Installation	1	19	.053

Link Class Open For More Golfers

Sixteen women employees and wives of employees have signed up for the third class of golf instruction being conducted by Marion Askew, Parts Supply A-26.

First of six lessons to the new group was given Wednesday evening at Woodlawn driving range, 21st and Utica. Plans are now underway to conduct the classes twice a week on Tuesday and Friday evenings instead of the usual weekly lessons.

ted, if possible, from the flights listed below:

Flight "A" handicap from one to 8, inclusive, seven players—Marion Askew, Ted Gwin, Roy Hastings, J. E. Hoff, W. F. E. Johnson, George Whitehead, J. H. R. Scott.

Flight "B" handicap from 9 to 13, inclusive, 24 players—Jack Bright, J. J. Brunton, D. R. Burton, Joe Chandler, Fink, T. Gabbert, Charles Goss, R. W. Houser, R. E. Jackson, W. A. Johnson, C. A. Muldner, H. H. Miller, W. A. Mulikin, William Owen, W. E. Richardson, H. E. Roberts, R. U. Underwood, Ray Wall, Bill Whitehead, Al Williams, Meredith Kilgore, Glenn Alfieri.

Flight "C" handicap from 14 to 17, inclusive, 24 players—R. W. Black, Scott Coleman, Jim Coppedge, J. Z. Crawford, G. H. Evans, R. L. Hawkins, J. B. Jackson, M. Jacobs, A. C. Johnson, A. J. Johnson, Arthur Johnson, R. F. Johnson, G. A. Kelly, W. A. Lowmire, F. L. McKinney, C. R. Mustrove, Bill Polunbus, E. H. Price, W. K. Randall, M. Ben Webster, I. M. Saulman, V. G. Smith, Ben Webster, R. M. Young, Jr.

Flight "D" handicap from 18 to 22, inclusive, 24 players—R. K. Anderson, H. C. Boyd-Snee, C. E. Brown, V. G. Burton, Fred Butler, E. M. Cartwright, W. C. Causey, Carol W. Dunn, J. D. Freeman, Wayne Gottle, O. L. Grimes, L. V. Hansen, D. W. Hawk, J. F. Little, F. K. Owen, A. Sawyer, L. G. Shearer, R. E. Showalter, R. A. Smith, Col. H. H. Strauss, Steven Thomas, E. Walker, H. C. Weber.

Flight "E" handicap from 23 to 27, inclusive, 25 players—W. E. Bell, R. A. Benham, J. C. Collins, Mont Cotten, C. Bryan, J. C. Evans, W. H. Fisher, C. D. Lingen, J. I. Evans, W. H. Fisher, W. B. Gahan, Wm. Giffert, C. J. Grant, Capt. R. S. Hermann, J. C. Hull, Jr., W. B. Hobbs, G. Livingston, J. T. Lowery, M. F. Mahon, P. P. Nesbitt, L. A. Norris, R. Noyes, C. H. Seger, A. J. Spahr, H. C. Stever, and E. A. Janey.

Flight "F" handicap from 28 to 32, inclusive, 23 players—C. L. Allen, Charles Cook, Joe Davis, F. J. Deal, Noel Eden, A. E. Fritch, W. E. Gordon, A. G. Harrison, J. L. Johnson, Vern Johnson, J. R. Jones, M. E. Karr, E. R. Lundberg, W. F. McBride, H. P. McGinnis, G. O. Speake, Lloyd Sparks, E. I. Westhafer, D. C. Whiteman, E. Winkler.

Flight "G" handicap from 33 to 43, inclusive, 15 players—Gerald N. Bailey, Garland Brown, J. L. Crawford, H. H. Funk, Harry G. Goodin, Ben Hamilton, Bob Hanson, F. J. Holcombe, W. Jacobs, E. R. Jenkins, C. D. McConnell, A. J. Morris, J. W. Raleigh, J. H. Sands, and G. W. Johnson.

Big Fish Tale?

If the big ones didn't get away, call 4264 and tell us about your catch, fishermen.

Peggy Befuddles Soldiers on Radio



A picture of Douglas' Queen of Sweethearts, Peggy McMillin, GFE, found its way to Camp Gruber . . . and the boys immediately clamored to have her up there to appear on their radio program, "Behind the Dog Tag."

So, last Thursday night Peggy was the special guest at the radio program and a dance afterward.

The radio show was recorded at camp and re-broadcast in Tulsa Sunday afternoon.

After Peg was introduced by master of ceremonies, Col. Allen Funt, she was asked to choose at random two soldiers who would compete for the title of "king for the evening".

To compete for the "king" title, each of the boys must read . . . or attempt to read—a prepared script while Peg sat on his lap . . . ran her hands through his hair . . . and other wise distracted him.

Peg was to choose the winner and salute him with a kiss. It turned out to be a polite kiss on the cheek . . . for upon questioning them she found that both her choices were married!

Better luck next time, Peg.

Timekeeping

(Continued from Page 3)

partment, where you may be up to your eyebrows in a flock of small jobs, the Timekeeping employee helps you by making out your time slip.

He doesn't even have to interrupt your work, for the information needed is on the back of the bench order, which you sign, mark with the "time



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

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

WANTED TO BUY

SILVERWARE—Would like to buy complete set of good silverware. Betty Livingston, 3-0402.

ESSEX PARTS—Will buy ring gear and pinion or rear end to fit 1931 Essex. A. M. Rossiter, Owassa, Okla.

FOR SALE

RADIO—Five tube Table model R.C.A. Call O. W. Bundy, 3-5541 after 7 p. m.

BUFFALO ROBE—Full size buffalo robe in fair condition. \$10. A. M. Rossiter, Owassa, Okla.

TRUMPET—B flat trumpet in good condition. \$25. A. M. Rossiter, Owassa, Oklahoma.

EQUITY—Will sell equity in five room efficiency home. New. Joe Gore, 628 East 27th Place . . . between 9 a. m. and 12 p. m.

RUG—Pre-war 9x15 broadloom rug and warlike-weave pad in excellent condition. Gilbert Livingston, 3-0402.

GOLF CLUBS—Matched golf clubs including 3 woods, 9 irons and bag. Gilbert Livingston, 3-0402.

PIPER CUB—Part interest in Piper Coupe, 65 h.p. Continental engine. Call 9-5504 after 6 p. m.

LIGHT FIXTURES—Two tulip fluorescent kitchen light fixtures. Call Tom Wier, 1907 W. 41st street, 5-0273 after 4:30 p. m.

FORD COACH—1936 Ford coach in good condition, excellent tires. Call Art Harrison, 3-9568.

DAY BED—Maple finish sofa day bed. Like new. Raymond McGee, 2-9741.

ELECTROLUX—Gas Electrolux refrigerator. Raymond McGee, 2-9741.

TABLE RADIO—Table radio in good condition. . . new tubes and condenser. \$22.50. J. B. Jackson, 9-6750.

MOTORCYCLE—1940 Harley motorcycle 61 overhead. Perfect condition. \$695. Roy Comer, 602 S. Quaker, apt. 103.

HOME—Four room house, two porches, basement, gas, water, and electricity. 3 1/2 miles north of Pine on Lewis. \$3,000 terms or \$3,250 cash. Call E. Smith, 5-3980 after 4 p. m.

—BUY MORE THAN BEFORE—

Pair of Glasses

Found in Plant

C-47 Is Oldest, Fastest Carrier

There's one airplane in this part of the war that can claim to have made more deliveries than the best stork that ever frightened an old maid.

At the moment the plane has no name. It is referred to as "Old Number Two."

It belongs to the Troop Carrier people, who can claim to have made more deliveries than all the storks put together.

Old Number Two was delivered to the Army on February 13, 1942. It was the tenth C-47 the United States bought.

It was the first C-47 to arrive in the Southwest Pacific. By May it was already well established in the New Guinea long-haul business.

At present the ship has made more than 2,000 missions for a total of 2,610 operational hours.

That might not be impressive compared to the records of some peace-time transports. But they operated in a temperate climate from one nice fat-cat airfield to another.

Old Number Two has been in all the campaigns, fought in New Guinea, landing on airstrips that were not completed or that still had bomb craters.

In doing so the plane has worn out 12 engines and is



Douglas Photos by R. M. McCormack

SOLDIERS CALL FOR PEG—On Camp Gruber's radio show, "Behind the Dog Tag", Douglas Queen of Sweethearts Peggy McMillin, GFE, had to choose a "king of the evening". She was required to choose a king from two soldiers picked at random from the audience. Top, to qualify as "king" the soldier had to be able to read a prepared script while Peg sat on his lap and ran her hands through his hair and stuff. Center, Peg after the show being carried through the audience to the dance by her two king candidates. Below, after the dance . . . a different kind of dog tag. For, at the dance she could take only about two steps before another soldier claimed her. "It was wonderful," says Peggy, "but oh my poor feet when I finally got back home".

partment, where you hang up to your eyebrows in a flock of small jobs, the Timekeeping employe helps you by making out your time slip.

He doesn't even have to interrupt your work, for the information needed is on the back of the bench order, which you sign, mark with the "time started" and put up in a clip for him to see.

If you make out your own time slip, be sure to give full information, and write legibly, for it saves the timekeeper many hours of unnecessary work.

Your time slips which the timekeeper collects on his rounds are taken back to one of five timekeeping stations, where they are racked by a permanent card which shows your name, department and shift.

This is where the Dick Tracey badge, memory and flat feet come in handy. If your time slip isn't there to be racked, the timekeeper must go out in the shop and look for you until he finds you and gets the slip.

When all slips are in, they are tallied and cross-checked with your payroll card, so you will get credit for the number of hours you worked.

—BUY MORE THAN BEFORE—

If You Know of Any Rentals--

If you know of a house for rent or that will be for rent in the immediate future, be sure to notify the Housing Bureau, 3155.

Employees are in need of adequate housing so that they can stay on the job.

Roy Corner, 602 S. Quincy

HOME—Four room house, two porches, basement, gas, water, and electricity. 3 1/2 miles north of Pine on Lewis. \$3,000 term. or \$3,250 cash. Call E. Smith, 5-3580 after 4 p. m.

—BUY MORE THAN BEFORE—

Pair of Glasses Found in Plant

A pair of glasses was turned in to Lost and Found this week and may be claimed at the Plant Protection office.

fat-cat airfield to another.

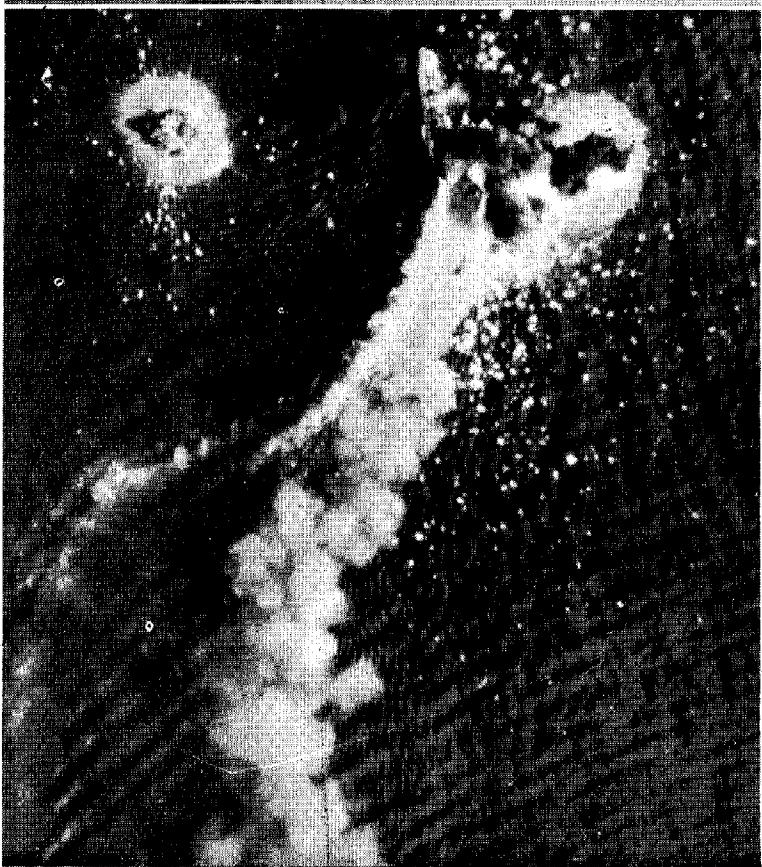
Old Number Two has been in all the campaigns, fought in New Guinea, landing on airstrips that were not completed or that still had bomb craters.

In doing so the plane has worn out 12 engines and is now flying on the 13th and 14th. Ailerons, elevators, rudders and wing tips have frequently been replaced.



Douglas Photo by Wilmet Dahlem

JEEPERS! CREEPERS!—Schiaparelli would scream, but Douglas says they're dillies, the creepers that attractive Maxine Brum, Development, is putting on her size 5s. Latest thing in feminine fashion, they not only keep the feet warm these frosty mornings, they keep Maxine from falling off the wing, where she puts on trailing edges. "This wing's slippery as a bold head on a hot day," says Maxine. "What I really need is a pair of these clod-hoppers on my own trailing edge."



Official Army Air Forces Photo.

YOUR BONDS MAKE THIS POSSIBLE—A dramatic story is told in these three split-second photos of the sudden sinking of one of a five-ship Jap convoy blasted from the sea by Douglas A-20s during an attack in New Guinea waters. (Above) After dropping bombs at mast height, an A-20 bomber of the Fifth Air Force begins to gain altitude over a Jap ship off Wewak. (Upper Right) The doomed Nip ship makes a futile attempt to writhe away, as smoke billows high from stem to stern. (Lower Right) It's all over but the gurgling for Japs seen swimming amid the debris of their ship. Total bag of the engagement was two Jap transports and three corvettes.

They Bought War Bonds Early

Three employees have answered our quest for the oldest War Savings Bond in the plant. The oldest reported this week was that bought by Orin C. Ross, Planning, May 1, 1941. The serial number is Q92626E and was the first Defense Savings Bond sold in the city of Bristol.

E. Neves, Inspection Receiving, and J. W. Davenport, Production Control, were the first to buy.

Douglas Designed 'Skybus' Ideal for Post-war Duties

A look into the future of post-war commercial aviation was given last week by the Douglas company when it made an engineering presentation of an ideal feederline plane to aircraft presidents and government officials. The company named the airplane the "Skybus."

It is a high-wing, twin-engine all-metal monoplane with tricycle landing gear.

The high-wing feature, which permits full downward

operation, the airplane has high performance and an exceptionally high pay load of a maximum 24 passengers and cargo.



wered our quest for the oldest War Savings Bond in the plant. The oldest reported this week was that bought by Orin G. Ross, Planning, May 1, 1941. The serial number is Q92626E and was the first Defense Savings Bond sold in the city of Bristol.

E. Neaves, Inspection Receiving, and J. W. Davenport, Fabrication Supply, also list old bonds.

If you think you have a bond older than Ross, send your name, the purchase date, and the serial number to Airview News, DI31.

A look into the future of post-war transportation was given last week by the Douglas company when it made an engineering presentation of an ideal feederline plane to aircraft presidents and government officials. The company named the airplane the "Skybus."

It is a high-wing, twin-engine all-metal monoplane with tricycle landing gear.

The high-wing feature, which permits full downward vision for sightseeing, should win the high favor of air passengers, travel experts anticipate.

Although primarily designed for efficiency and economical

operation, the airplane has high performance and an exceptionally high payload of a maximum 24 passengers and cargo.

Maneuverable

Extreme maneuverability in the air and on the ground, plus ability to take off and land on small airports are among the features engineered into the "Skybus."

Two wide, truck-bed-level doors, an adjustable bulkhead in the cabin, large baggage racks and many other new features assure quick and easy loading and make it possible to use the airplane for both passenger and cargo work as traffic needs develop.

The engineering study and description of the airplane presented to the airlines are developed around two 700 h.p. engines, fuel capacity of 300 gallons, and an operating range of 600 miles.

Another characteristic of novelty and interest from an operations standpoint is that both take-off and landing weights are the same, a gross 17,300 pounds.

High Altitude

The "Skybus" has a cruising speed of 190 miles per hour at 5000 feet, and its single-engine performance at more than 11,000 feet altitude combines with an extremely low landing speed.

The airplane complies with all present civil aeronautics authority safety regulations and requirements, it was declared.



Douglas Photo by Russell Meathers

QUOTA AND OVER—H. F. Uhl, right, shows bond captain Mickey Cummings his \$3,000 bond purchase which puts their department, Material Control, well over their Fifth War Loan quota. Mickey is the wife of former employe Bob Cummings, now in service; she is the mother of three young sons.



C-47 Pilot in China Theater Tells of Upside Down Flight

Military transport flying in the China theater has provided tests a-plenty for the Douglas C-47, but none more exacting than a one-mile upside-down dive by a Skytrain transport in the hands of 21-year-old Flight Officer Walter F. Halsey of Fort Myers, Fla.

The dive was not of his making. It was the work of a thunderhead such as might have torn another plane to pieces. But hear the story in his own words:

"We took off at 12:10 p.m. Ten minutes out it looked like we would have to return to the field because of the rain and turbulence.

"We came back over the radio station at 12,000 feet and the tower told us that a B-25 bomber was somewhere up there in the pattern with poor contact and that we should stay for a while at 12,000.

"As we passed the radio cone over the station, heading south, we hit an updraft. The rate of climb indicator showed we were going up 2,000 feet a minute.

"We were pressed in our seats like we were pulling out of a dive. "I shoved the stick forward trying to level off.

"We rose several hundred feet and did a half-snap roll—that is, turned on our back. Then we hit the downdraft and started a dive.

"The gyro-compass spilled. The other instruments went crazy.

Cigaret butts went floating toward the ceiling. A radio headset came off its hook and dangled in front of my face. "The airspeed indicator stood at 300 miles an hour, with the needle against the end pin. We must have been going even faster.

"I thought this was it, but I forgot to pray. I wondered how that windshield would look when it crashed in on us.

"We pulled out all right, but the wings buckled part way. The wing covering, I found later, was all crumpled and wavy.

"Wing butt bolts were loose and some of them had to be tightened, but they all held."

Slip Stream

Somewhere in Italy a ride in a B-24 Liberator Bomber thrilled Sgt. Samuel B. Dotson, who likes to think it might have been built at the Tulsa plant. He's an avid reader of the Airview News, he writes sister, FERN CEARLEY, Employee Transportation Bureau, and a copy of the paper is literally in rags after being passed around among his buddies. Dotson, who is with the 18th Field Artillery Brigade, has been hospitalized but is now rapidly recovering . . .

Another June vacationer was ALICE MURPHY, Engineer-in-Chief, who visited with friends in Virginia. *

Plant us now and dig us later. Since Pfc. Phillip Harding, formerly in Plant Protection, left New River, N. C., June 14, 1942, he's hit more ports than a travelog commentator. *

In the First Division Marine Corps Band, he's juggled his base fiddle through New Zealand, Australia, Tasmania, New Guinea, Goodenough and Cape Gloucester, and when last heard from was playing on New Britain. *

Remember when Phil used to slap that base for our lunch-time programs? A professional musician, he played with symphony orchestras and led dance bands before coming to work for Douglas.

His wife, BERNICE HARDING, Plant Tool Control, has worked here a year and seven months, having started a month after Phil left. He

The birthday of JUANITA CONDRY, Fabrication Supply, was observed by co-workers a day late. But that didn't matter when fried chicken was produced for a dinner. Joining in the feed were MARGARET MILLER, JERRY FAGER, THURSTON HOMAN and BETTY CONWAY, Fabrication Supply; ROBERTA WILSON, Central Order Control; HUBERT BARKER, Die, Fixture and Template Storage; and JANETTE DAVIS, Inspection-Assembly. *

After closing her typewriter desk at the plant, LETA M. WRIGHT, Plant Protection, Mod Center, turns her talents to further help the war effort. Several evenings a week Leta does chalk drawings for use in programs at the Service Men's Center. *

Now at the Oklahoma City plant is H. M. Reed, formerly with Plant Protection, Mod Center. *

Employees of Blueprint regretted to hear of the death of THELMA BUSHS father, W. E. Cargile, who died Sunday at his home on South Cincinnati. *



Douglas Photo by Russell Meathers

WHO'S WHO?—Melva Milligan, left, Metal Fitts, and Edith James, Assembly Painting, gaze into the crystal compact to solve the riddle of why they are so often mistaken for each other.

Wedding bells rang recently for GOLDIE DERRICK, G.F.E. and JOSEPH TUCKER, Internal Transportation; and for NORMA BENSON, Power Plant Installation, and Cpl. Hubert Davidson, stationed at Philadelphia, Pa., with the Transportation Corps. *

JOHN HICKMAN, G.F.E., hadn't seen his son in five years, so it was indeed a great surprise when Col. Jack Hickman, Washington, D. C. paid him an overnight visit this past week. Colonel Hickman had been in England, having only recently returned to the states. *

It's on the way home . . . CORA MAE TRIMBLE, Engineering, better known as "Corky" to her friends, has just heard from her husband, Lieut. Charles E. Trimble, that he has won an Air Medal, which he is sending to her. Lieutenant Trimble, stationed somewhere in England, won this recognition during bombing shuttle missions from England to Russia and Italy. *

By mail arrived a Purple Heart for MARGUERITE STOTT, Sheet Metal, from her brother, Tech. Sgt. Thomas R. Hassett of the Eight Army Air Forces. Sgt. Hassett has completed the required number of bombing missions and is now stationed in England as

to slap that base for our lunch-time programs? A professional musician, he played with symphony orchestras and led dance bands before coming to work for Douglas.

His wife, BERNICE HARDING, Plant Tool Control, has worked here a year and seven months, having started a month after Phil left. He landed in New Britain last December 26, 1943, and since then has been entertaining his buddies and playing for numerous military programs.

Employees of Blueprint regretted to hear of the death of THELMA BUSH's father, W. E. Cargile, who died Sunday at his home on South Cincinnati.

MRS. WILMA VAN HORN, Tooling Control, underwent an operation at St. John's hospital Saturday, is doing nicely. . . . husband, MERLE VAN HORN, works in Blueprint.



BOOGIE ON NEW BRITAIN—Darkness falls over New Britain as buddies in the First Division Marine Corps Band gather in a tent for some barber shop harmonizing. Slapping the bass is Pfc. Phillip Harding, former employe in Plant Protection, whose wife is Bernice Harding, Plant Tool Control.

WHO'S WHO?—Melva Milligan, left, Metal Fittings, and Edith James, Assembly Painting, gaze into the crystal compact to solve the riddle of why they are so often mistaken for each other.

“See yourself as others see you” was an easy task for MELVA MILLIGAN, Metal Fittings, and EDITH JAMES, Assembly Painting. The girls had been mistaken for each other so many times they finally met to compare faces. For weeks, Edith's friends have been demanding humbly “Why didn't you speak to me when I waved at you in the cafeteria yesterday?” Perfect strangers have been rushing up to Melva, slapping her on the back, and asking “Howya doin', Ethel?” Embarrassing, that's what it was.

Just to untangle the problem: The one who runs a milling machine in the south end of the assembly building, is 23-years old, who has been here since February of 1943, and has a husband in Africa is Melva. She is five feet eight inches tall, and has green eyes. Also green eyed, Edith stencils on B-24s, was 25, April 1, 1943, and is half an inch taller than her “twin.”

Men in uniform have predominated as visitors in Power Plant Installation recently. . . . Ensign Allen Brewington, had his first leave in a year from submarine duty in the Pacific to visit his uncle, L. L. REED; and Flight Officer Robert H. Lang, who just received bombardier wings from the Big Springs, Texas base, saw his mother, GEORGIA LANG. Both men were on the service men's tour of the plant.

E. M. HASSELL, Parts Painting, Mod, has returned to work after a serious illness of four months duration . . . nice to see him well and back on the job . . .

It's warmer than blazes
That none can deny
But you don't expect snow
In the midst of July.
The temperature's climbing
To one-hundred-and ten
So we'll dish out
Your hot news
And see you again
next Friday

Elizabeth Manes, D374; Marjorie Osborn, D341; Gladys Perrin, D408; Jerry Fager, D374; Fern D. Cearley, D223; Cleo Jesse, D321; Dorothy Lindsey, D402; Milree Smith, D4402; Estelline Stovall, D4-201; Martha Coffee, D325.

Douglas Photo by Russell Meathers

By mail arrived a Purple Heart for MARGUERITE STOTT, Sheet Metal, from her brother, Tech. Sgt. Thomas R. Hassett of the Eight Army Air Forces. Sgt. Hassett has completed the required number of bombing missions and is now stationed in England as an instructor . . .

A big-hearted brunette who won't be forgotten soon by her fellow



JEAN

employees is JEAN SIEGEL, Parts Supply C-47, who cleared out Saturday to join the Air WACS . . . her parting gift to people in her department was a block of 20 tickets to the bond premiere of Bing Crosby's “Going My Way” . . . Jean purchased a \$500 bond to receive the tickets, and distributed them among her friends . . . she's been at Douglas a year and nine months, and has been booth head on C-47s and during the last six months had charge of Long Beach shortages . . . she will leave Tulsa July 22 to begin training at Fort Oglethorpe, Ga.

Big news for Mod Center Sheet Metal employes these days is that a new water fountain has been installed to help them try and beat the heat . . . Returning from a quiet and most patriotic one-week vacation at home is SUE MYERS, Sheet Metal . . . also in the same department at the Mod Center, Loretta Haskin is back at work after two weeks visiting relatives.