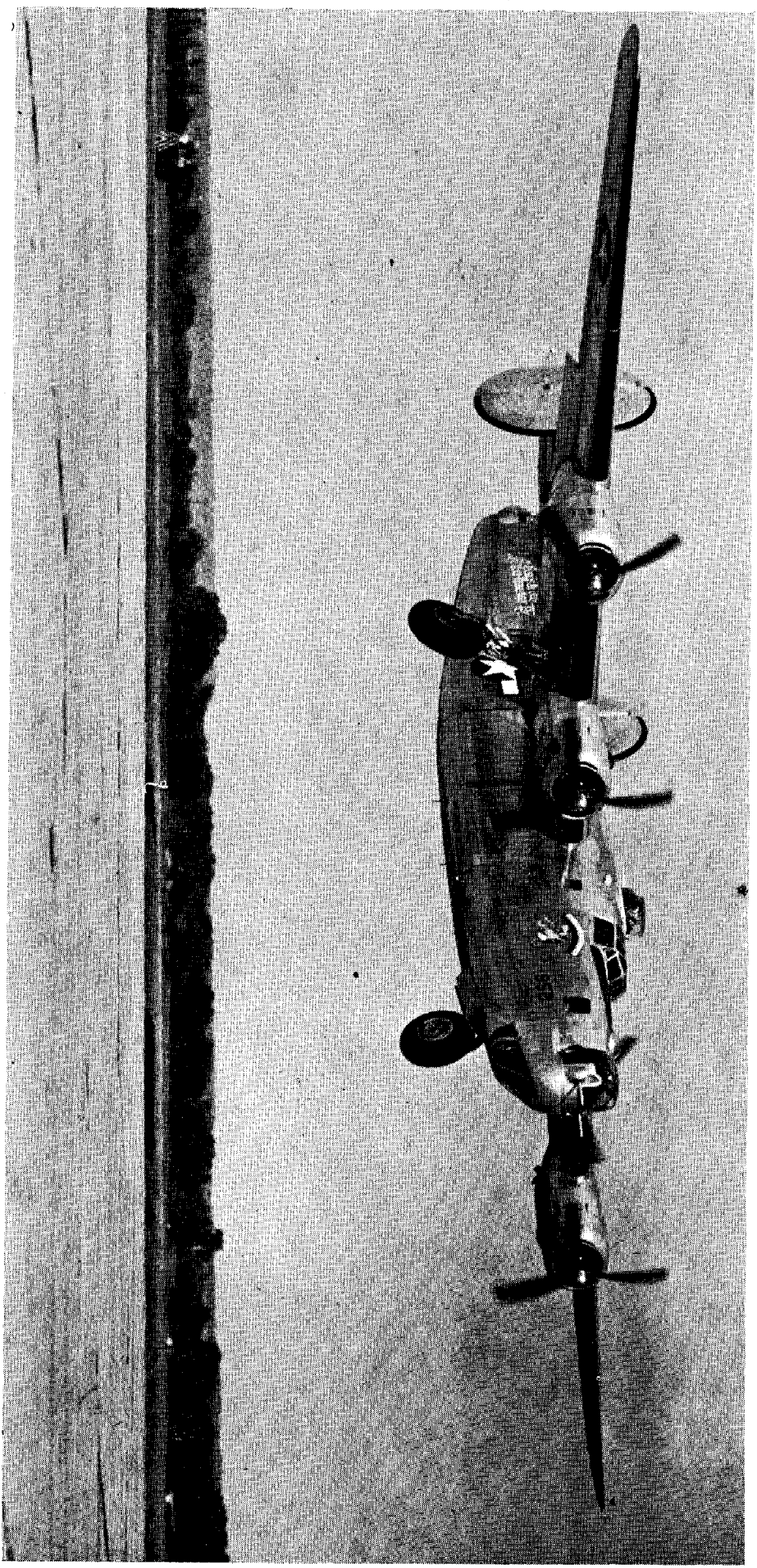


TULSA
DOUGLAS
Citizen News

Vol. II—No. 17

Friday, August 4, 1944

Tulsa, Oklahoma



OFF TO WAR—With the landing gear just going up, and the nose to the world. It carries the signatures of hundreds of bond-buying

Douglas Photo by Wilmot Dahlem

My Ride in Tulsa's Last B-24 Was Fine and Smooth as Silk

by MARCUS JOHNSON

Editor's Note—*If you've never been up in a B-24 you'll enjoy reading about how it felt to Marcus Johnson, Development, the bond buyer who won the ride in our last one . . . it was his first time up in a plane.*

When our last B-24, "Tulsamerican", roared down the runway for a take-off . . . with me in it . . . you know the first thing I thought about? I thought, "Golly, here I am about to go miles up in the air in this thing . . . and it was all put together by folks right here that I know. I've worked on plenty of B-24s myself."

I took a good look around, too. Sure is one time you remember Joe, who was sometimes a little careless . . . or Mary, who was inclined to work a little too fast.

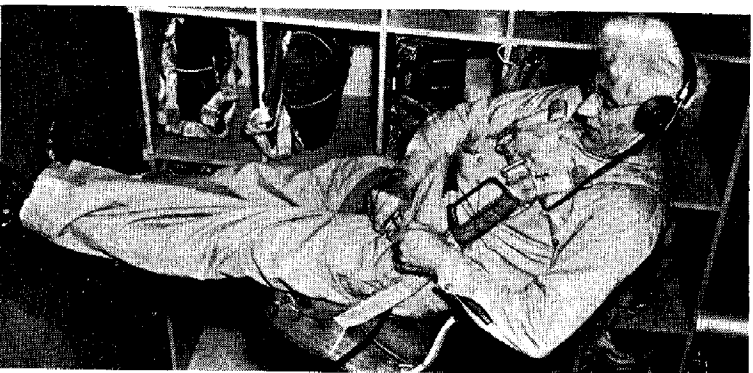
And then you remember all the inspections parts have had before the ship is allowed to fly . . . and you sit back, easier, and enjoy the scenery.

I just put my parachute over at the side . . . they told me I was required to have it with me . . . and then forgot all about it.

I rode back in the waist where the large plexiglass windows are . . . and had on a set of headphones and a little throat microphone so I could talk to the pilot and hear him, too.

The only time you feel like you are going fast is when you start down the

(Continued on Page 4, Col. 1)



Sixth Lunch Period Added

A new lunch period, at 12:15, is being added at the plant, to lessen the crowds at the 11:45 and 12 periods.

Under the new lunch time schedule, which went into effect Monday, workers from the assembly building have the cafeteria at 11 and 11:30; the maintenance building workers eat at 11:15, those from the south end of the administration building at 11:45, those from the north end of the administration building at 12, and the engineering departments at 12:15. Lunch numbers are on badges.

Former Employee Narrowly Escapes Death on D-Day

T/Sgt. Jack Howell, formerly employed in the Photo Lab, and now one of General Eisenhower's photographers, almost lost his life on D-day.

He and another photographer were aboard a vessel heading for the French coast when they ran into heavy gunfire and were forced to abandon ship. Their shrapnel-riddled lifeboat sank; they swam for a crowded raft, which sank, then swam to a second raft. They were rescued by a Canadian corvette, which returned them to England.

Bonds Total \$1,359,650

With purchases of \$1,359,650 in war bonds during the Fifth War Loan, employees surpassed the amount bought during the Fourth War Loan by \$38,700.

Figures just released by Payroll show: \$200,300 in cash bonds; \$382,650 through special payroll deduction; and \$776,700 through regular payroll deduction.

The Douglas company through the Tulsa plant purchased \$600,000 in bonds during the Fifth War Loan. This does not count on the plant quota, but was 100 per cent increase over the company's last purchase.

C. W. Luthy New Fabrication Head

C. W. Luthy has been named superintendent of Fabrication, it was announced Thursday by W. G. Jerrens, Plant Manager.

Luthy was formerly assistant superintendent of Fabrication, and will relieve W. L. Whittier of the superintendent's work.

Whittier has been doing a double job, Fabrication superintendent and Engineering manager, and will continue in the latter position.

He Holds Down Two Jobs for Fighting Son

Because he knows that his son, Pfc. Eloy Clark, is fighting on the front lines in France, Frank Clark, Inter-



national Transportation, third shift, is even more determined to carry on with his two full-time jobs.

ELOY

In addition to working a full shift here, Clark operates more than thirty of his own oil wells.

He feels both his jobs are important for they protect his son's present and future. Eloy is joint owner of the wells.

In his last letter the son writes:

"We have been in France for a few weeks, and have been at the front most of the time."

"We have almost reached our objective and are expecting a rest."

"This country is good for defensive fighting, as it is cut up into small apple orchards and eight acre wheat fields."

Frank and his son "batched it" together for years before he went into service, for Mrs. Clark died when Eloy was a baby.

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Address all communications to the editor, Airview News office.

Old Man Stork Works Overtime, Delivers Seven

New additions to the Douglas family totalled seven this week, as the stork parachuted down to deliver:

Shirley Ann Grisham . . . to J. T. Grisham, Development, and Mrs. Graham, July 27.

Leon Davis Greenhaw . . . to Lloyd Greenhaw, Development, and Mrs. Greenhaw, July 24 in Okmulgee.

James David Hill . . . to James C. Hill, Final Assembly A-26, and Mrs. Hill, June 19 at Bristol.

Patricia Marie Vansickle . . . to W. A. Vansickle, Final Assembly, Mod Center, and Mrs. Vansickle, July, 23.

James Edwin Sehon . . . to V. J. Sehon, Inspection A-26 Assembly, and Mrs. Sehon, July 13.

William Nevin Ellis . . . to N. W. Ellis, Aircraft Electric

Italy? It's Just Like Oklahoma

"Glad to know you are still working," writes Staff Sgt. Ted Jesters, in Italy, to his aunt and uncle, Verna Jesters, Inspection Fabrication Precision Booth, and Elmer Jesters, Plant Tool Service.

"I've flown quite a few ships from the Tulsa plant," continues Ted, "and a lot of our modified ships come from there."

"Things are getting rougher here now. We are getting more accurate flak, and now Germany is throwing up some fighters."

"Flak is terrible.

"When you start on your bomber run, you cannot deviate from your course. All you can do is sit there and take it. Ka whoom! Ka wham! That ack ack goes off under you, at your side, over you . . . and your ship rocks as though it was riding on top of the sea. When you hear those fragments come tearing through the ship it sure gets you.

"I didn't used to mind fighters. I got a kick out of shooting them. But one day one came around on our tail and I looked out my window . . . the right waist, that's my gun . . . and I saw four trails of green light going by . . . tracers from enemy 20 mm. shells, just missing our wing by inches.

"Then it got serious. Our tail gunner got him, thought! But I'd rather have fighters than flak. You can fight back at fighters, and you can't at flak.

"Italy isn't what it is cracked up to be. Food is not good here, but the best they can get, I guess. We have a grill built beyond our tent, and a



Douglas Photo by Carl Nicholson

VETERAN OF TWO WARS—The lunch bucket held by Elmer Jesters, Plant Tool Service, and his wife, Verna, Inspection Fabrication, is the same one he carried during the last war. Verna and Elmer, who have both been at Douglas more than a year, received a letter this week from their nephew, Staff Sgt. Ted Jesters, in Italy, telling them he's getting the planes they're building at the Tulsa plant.

Nephew Flies on Buzzard's Roost, Tulsa-built B-24

Margaret M. Burley, Nacelle Assembly C-47, has received word from her son, Staff Sgt. George Burley, that he's a crew member of a Tulsa built B-24, the "Buzzard's Roost." George has been in England

War Dads Seek New Members

Each War Dad is asked to bring five new members, if possible, to the regular business meeting Sunday afternoon at 2:30 at the American Legion Hut. Many important business matters will be discussed, so it is important to have a full

Chief Davis Retiring to Regain Health

Chief James E. Davis who, as director, built the Douglas Plant Protection organization into the tenth largest police force in the nation, will retire next month because of ill health.

His decision was revealed at last week's meeting of the Plant Protection heads of the Douglas Southern California plants.

The strain involved in the development of his organization and the war years took a toll of his health, the Chief revealed. He will retire to get the rest prescribed for him by his physicians.

His announcement did not come as a surprise to his associates who recalled that two years ago Chief Davis was compelled to remain home for three months.

Regret over his retirement was everywhere expressed not only by his Plant Protection associates but by Donald W. Douglas, officers of the company and by the Army Intelligence officials with whom he had long worked in close cooperation.

Douglas said: "I join with thousands of his friends in deep regret that Chief Davis' health dictates his retirement and I wish him a speedy recovery."

Coming to Douglas in May 1939, Chief Davis had only 24 men in Santa Monica and 10 in El Segundo. Employing methods dis-

A-26, and Mrs. Hill, June 19 at Bristow.

Patricia Marie Vansickle... to W. A. Vansickle, Final Assembly, Mod Center, and Mrs. Vansickle, July, 23.

James Edwin Sehon... to V. J. Sehon, Inspection A-26 Assembly, and Mrs. Sehon, July 13.

William Nevin Ellis... to N. W. Ellis, Aircraft Electrical and Radio, Mod Center, and Mrs. Ellis, July 16.

Linda Kay Masingale... to C. L. Masingale, Power Plant Assemblies A-26; and Mrs. Masingale, July 8.

John Rudderow... to Truman Rudderow, Tool and Die Design, and Mrs. Rudderow, July 22.

Celestine Wilson... to Ray Wilson, Payroll, and Mrs. Wilson, July 18.

Bobby Joe Woodruff... to K. N. Woodruff, Inspection Receiving, and Mrs. Woodruff, June 23.

Philena's Husband Merits Air Medal

Philena Williams, secretary to T. S. Higginbotham, AAF, Saturday received the Air Medal and citation presented to her husband, Lieut. Wiley B. Williams, a navigator on a B-17, is in England, and has been overseas since April of this year.

The citation accompanying the medal read: "For exceptionally meritorious achievement while participating in heavy bombardment missions over enemy occupied continental Europe. The courage, coolness and skill displayed by this officer upon these occasions reflects great credit upon himself and the armed forces of the United States."

our wing by inches. "Then it got serious. Our tail gunner got him, though! But I'd rather have fighters than flak. You can fight back at fighters, and you can't at flak."

"Italy isn't what it is cracked up to be. Food is not good here, but the best they can get, I guess. We have a grill built beyond our tent, and two or three times a week we get a few eggs... 18c apiece... and potatoes, onions, tomatoes and cucumbers (and now watermelon) and have a little feast."

"You asked about the weather. Boy, it is just like Oklahoma! Exactly. So no more need be said." Verna and Elmer have a son, Sgt. Robert V. Jesters, who has spent 14 months with the Marine air corps in the southwest Pacific. Verna, who has been at Douglas a year and four months, inspects metal fittings. Her husband runs a grinder, and has been here a year and eight months.

Each day Verna packs her lunch in a bucket which Elmer used all during the last war, when he and his father were team contracting at Arkansas City, Kan. Eighteen years old in 1918, Elmer wanted to get in the army, but missed the war by a few days.

Return Billfold And Claim Reward

A liberal reward is offered by Marjorie Linn, Metal Fittings, for the return of her billfold, which she lost Monday on second shift.

It was a dark brown leather, six compartment case containing her I. D. card, a Medical Plan Card and \$55 in cash.

Nepew Flies on Buzzard's Roost, Tulsa-built B-24

Margaret M. Burley, Nacelle Assembly C-47, has received word from her son, Staff Sgt. George Burley, that he's a crew member of a Tulsa built B-24, the "Buzzard's Roost."

George has been in England with the Eighth Air Force since May 6, and has been in combat since May 13. He's unable to say how many missions his group has completed, but did write that "we're very lucky... everything's okay, with the exception of a considerable number of holes that the 'Buzzard's Roost' picked up in the course of events. The crew is all fine."

Margaret has two other sons in service, twins Ralph and Robert, who are in the navy in San Diego.

Son on Saipan Uses Jap Pen

"We made the landing on Saipan", writes Pvt. Sam Ward, one of Marion Ward's four sons serving overseas.

An employe in Armanent, Ward himself served 13 months in France during the last World War and was wounded.

With two sons in the navy, one in the army and one in the marines, he has been testing guns here for almost two years.

"We have the situation on Saipan well in hand", writes Sam. "Don't mind this dirty stationery for I am writing in a good old fox hole. I sure got a good watch off a Jap and this is a Jap pen I am writing with. Tell everybody back there hello."

War Dads Seek New Members

Each War Dad is asked to bring five new members, if possible, to the regular business meeting Sunday afternoon at 2:30 at the American Legion Hut.

Many important business matters will be discussed, so it is important to have a full membership present, according to W. K. Carr, Contract Termination, President.

W. V. Davenport Buried Tuesday

Walton Vernon Davenport, Motor Transportation, second shift, died Monday of heart disease, and was buried Tuesday.

Davenport had been a Douglas employe since July 25, 1942.

"I join with thousands of his friends in deep regret that Chief Davis' health dictates his retirement and I wish him a speedy recovery."

Coming to Douglas in May 1939, Chief Davis had only 24 men in Santa Monica and 10 in El Segundo.

Employing methods distinguishing his career as police chief of Los Angeles for nine years, Davis developed an organization of 2300 men and women. His jurisdiction and responsibilities had extended to Long Beach, Tulsa, Oklahoma City and Chicago and the many feeder plants in their orbit.

One of the outstanding developments during his regime was the establishment of a fire protection system comparable to the finest municipal organizations in the country.

Join Lunch-time Follies

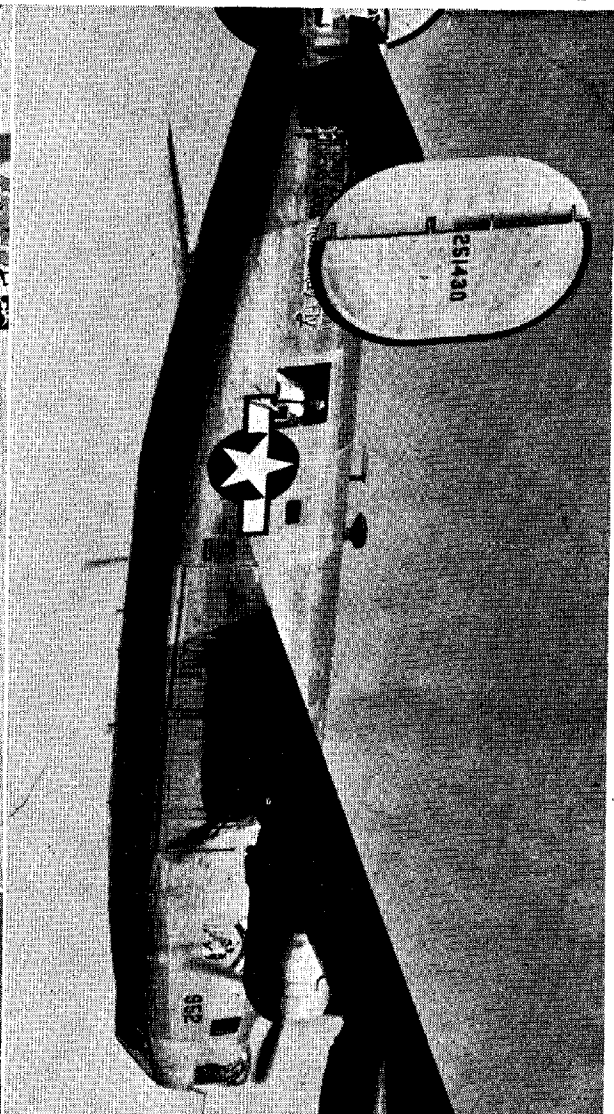
Come on, folks! Let's uncover those hidden talents and entertain the rest of the Douglas family during lunch periods and on special occasions.

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

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

My experience in these activities includes:

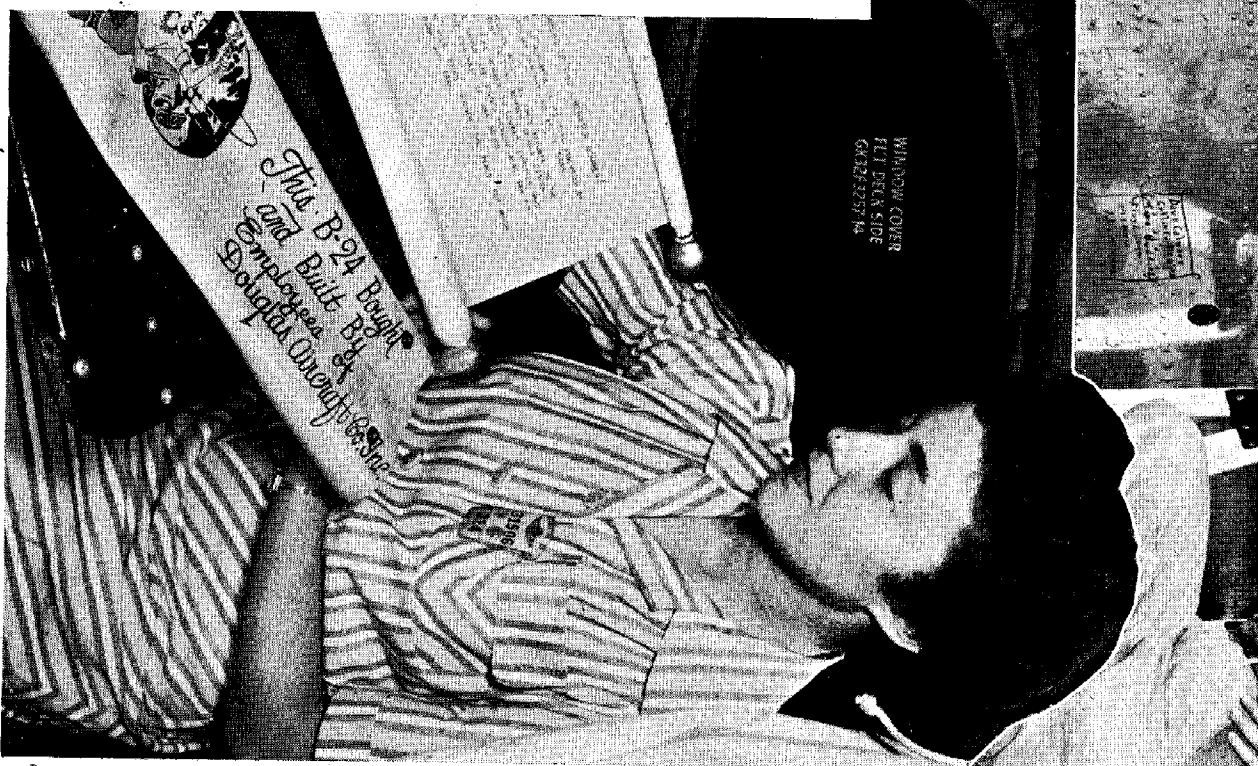
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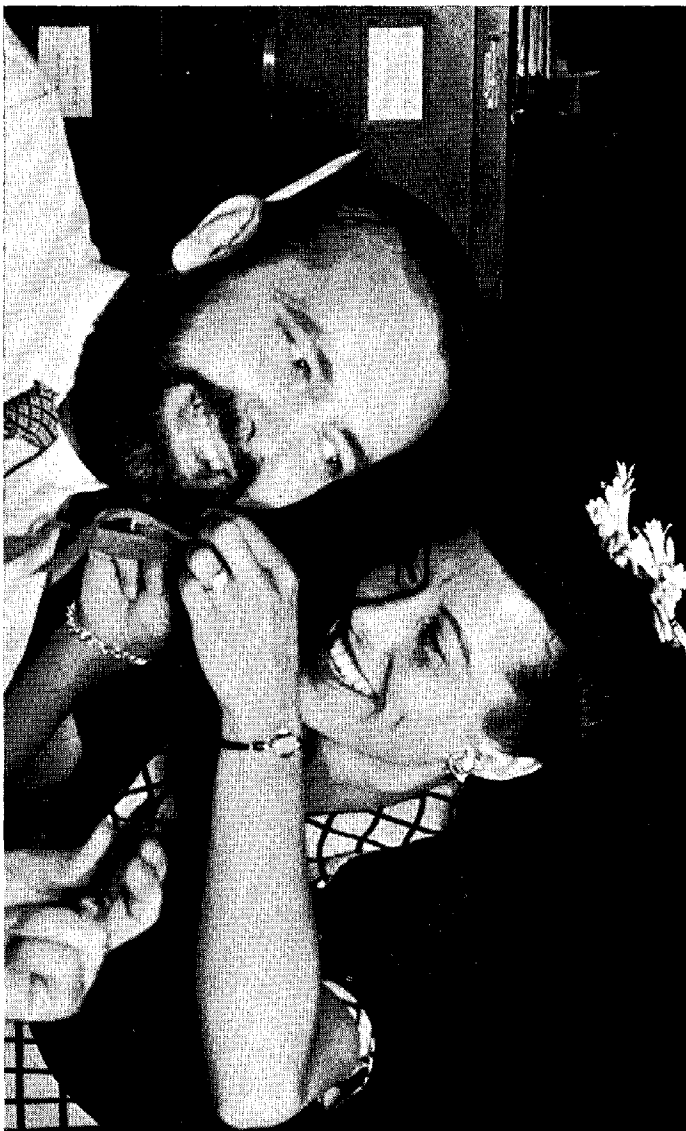




Douglas Photos by Wilnot Dahlem and Ray Crowley.

THE LAST OF THE LIBERATORS—With the names of bond-buying employees written on it's shining fuselage and with Tulsa Joe, flag in one hand and war knife in the other, in brilliant color before the Douglas "round-the-world" globe below the name "Tulsamerican" . . . the last B-24, number 952, has flown away. Top row, left, "Tulsamerican" on its final flight over the city with Marcus Johnson, Development, the bond buyer who won the ride. (See Johnson at the window); right, the high-powered testing trio . . . John Carroll, Chief Test Pilot; right, who piloted our first B-24, and our last; M. A. Moltup, Chief of Flight Operations at the Mod, left, who with more than 20,000 hours in the air, flew co-pilot; and W. C. Updike, Flight Engineer. Second row, left, the ground crew who tuned her up ready for the test, left to right, standing, E. C. Deckard, R. A. Huff, R. M. McNally, Gus Lohmann, Bob Beistle, A. B. Cooke; seated, J. E. Went, J. W. Tobin, Tex Stanton, R. R. Cameron, C. J. Hill, all of Field Operation; right, H. W. Addington, who named the plane, admires the paint job done by Floyd Bridges, Maintenance Painters. Third row, Thirty-one men who started the Tulsa project are still with it. They built the first one and the last one. Standing left to right, H. P. Levernz, E. L. Vaught, W. R. Gilchrist, L. A. Best, A. P. McCulloch, R. C. Berghell, B. C. Monesmith, W. G. Jarrens, G. W. Butrovich, R. A. Schoenberger, N. Kraft, W. N. Kilbourn, R. L. Bricker, S. M. Barklund, G. C. Blecha, A. S. Wambolt, kneeling, left to right, Bruce McHarg, A. A. Malever, P. H. Mallen, H. L. Greer, R. C. Nichols, R. C. Smith, F. B. Bruce, E. F. Skinner, Ralph Martzolf, J. E. Fergus, F. H. Christensen. Four, J. L. Betzina, S. J. Ogilvie, V. S. Bargerion, and Bruce Richardson, were not present for the picture. Lower right, first shift bond chairman Anne Simmons, Schedules, places the signed scroll into the case to go into the last plane. It says, "To crew members of this Liberator bomber: This is the last of hundreds of its type assembled by Douglas Aircraft Co., Inc. at its Tulsa plant. These employees will turn their efforts to the production of an important tactical bomber of new design. In sending this last B-24 bomber to combat, employees who built it, whose names are signed hereon, also saw fit to buy it through the purchase of war bonds. May this weapon help bring sooner the peace for which we earnestly work and pray."





Douglas Photo by Wilnot Dahlem

SOME FUNGUS, EH, KID?—E. A. Kent, Purchasing, swore seven weeks ago not to shave until the A-24 contract was terminated, and now that his whiskers are almost long enough to braid, Mary K. Tonhill, Mail, decorates them with a gay red ribbon.

Cows Think It's Concentrated Hay

EDITOR'S NOTE—When W. J. Zollinger, General Financial, dropped by our office the other day to say that E. A. Kent's beard had aroused so much interest that co-workers were making rhymes about it . . . and he quoted a few . . . it gave Liz Stubler ideas. She wanted to do a story about him . . . all in rhyme. She dood it.

"Beaver! Beaver!" is the cry,
Eugene A. Kent is strolling by.
To wear a beard the man is fated
'Til the A-24 contract's terminated.

"My wife eats whiskers in her sleep,
"She thinks she's munching shredded wheat."
"I've had a bid (must be a dream)
"From the House of David baseball team.

“I won’t,” said he with determination,
 “Shave ’till the A-24 termination.
 “Then I’ll de-beard, and not before . . .
 “It’s my contribution to the war.”

“Small birds are nesting in my vest
 “And drop their eggs upon chest.
 “I have to chase the cows away . . .
 “They think it’s concentrated hay.

“When I see the A-24 contract go
“I’ll let out a call for Figaro.
“The well-known Barber of Seville
“But what care I?” asks E. A. Kent.
A lot of not-too-funny jokes.

Rob Collingwood Berghell, Plant Comptroller, completed seventeen years of service with the Douglas company last month. His first job with Douglas was in the Metal Fittings department at the Wiltshire boulevard location of the Santa Monica plant, the company then operated in an abandoned motion picture studio.

by **HELEN MONTGOMERY**

Two weeks later, the job of paymaster became vacant, which position he filled until August of 1928 when he was placed in charge of the Cost Accounting department. This department later embraced Timekeeping, and in 1935 a Tabulating Machine section was added.

Also in 1935, recognizing the need for a cafeteria to be used by the employees, he constructed what is now known at Santa Monica as Cape Cod Cottage, appointed a manager and operated this business as an outside activity until 1937, when he sold it to the company to be managed by the Welfare division. This was the first of the plant cafeterias.

During the period from July, 1940 to April, 1941, in addition to his position as chief cost accountant, he was appointed to head the newly formed System Research department.

On April 1, 1941, he was selected to fill his present position of Plant Comptroller here.

Consumers Must Save 3¢ P.U.!

For Major Hermann arrived here as a second lieutenant 31 months ago, even before the



R. C. BERGHELL

Hermann Sports Major's Leaves

When Robert Hermann, AAF Contracts Officer, had the traditional oversized gold leavers of a major pinned on him Monday by Col. H. A. Strauss, he completed his third promotion at this plant.

To wear a beard the man is faced
Till the A-24 contract's terminated.

"I won't," said he with determination,
"Shave 'till the A-24 termination.
"Then I'll de-beard, and not before . . .
"It's my contribution to the war."

He'll stick to his pledge, though it provokes
A lot of not-too-funny jokes.
"But what care I?" asks E. A. Kent,
"I may even run for president."

"It's tough to stick to a promise like that,
"But that I'll do . . . or eat my hat.
"My friends, who mutter, 'Say, it grew some'
"Somehow make it sound like 'gruesome'."

"From the House of David baseball team.
"Small birds are nesting in my vest
"And drop their eggs upon chest.
"I have to chase the cows away . . .
"They think it's concentrated hay."

"When I see the A-24 contract go
"I'll let out a call for Figaro.
"The well-known Barber of Seville,
"Whose Burma-Shave will fill the bill."

"In a month, six weeks, or maybe more
"You'll see me as I was before
"It'll be an occasion," says Kent, E. A.
"Come to my coming-out-party that day."



Ride in B-24

(Continued from Page 1)

runway for a take-off. The
motors have a terrific roar
and your body feels as if it
wanted to stay back there.
I guess it takes a while to
get used to all that speed.

But as soon as the ship lifts
off the ground, you get rid of
that feeling and think you
are practically standing still.
It was a clear smooth day
and the big ship just floated
along. We hardly even hit an
airpocket.

The skyline looked swell.
We were up over two
hours and the ship purled
along as smooth as silk.
Over my headset I could

hear the pilot, co-pilot, and
the flight engineer making
their checks so they'd be sure
the plane was ready to be
turned over to the army.

I was mighty proud to find
that the Chief Test Pilot,
Johnny Carroll, was flying the
ship and that the co-pilot was
M. A. Moltrup from the Mod-
Center. Carroll told me Mol-
trup has more than 20,000
hours in the air. It was a
special occasion for him to fly,
as co-pilot. I knew the ship
would get a thorough check.

When I was talking to Car-
roll I found out again what a
really small world it is; be-
cause he knew the guy that
tried to make a pilot out of me
back in 1916 when I was with

the army on Corregidor.

This fellow, Billy Burke,
kept trying to get me to join
the Air Corps. But I wouldn't
do it. I didn't like the looks
of those flimsy wooden planes.

A lot of my army friends
went into flying and I've had
lots of chances to ride with
them, but I wouldn't do it.
Didn't think I could trust the
things.

But I knew about these
all metal B-24s. I'd worked
on them and I knew they
were good ships. I really
wanted to win that ride.

I wish everybody at the
plant could get a ride, too.
Makes you proud of the work
you do.

med System Research depart-
ment.

On April 1, 1941, he was
selected to fill his present posi-
tion of Plant Comptroller here.

Consumers Must Save 36 Billion

Statistics on incomes and war
needs present a convincing
picture why everyone should
buy more war bonds during
the Fifth War Loan.

It is estimated that income
payments to individuals for
the fiscal year ending June 30
will total 148 billion dollars.

Allowing 22 billions for all
personal taxes, a total of 126
billion dollars will be left for
individuals to spend and save.

At present prices, however,
only 90 billions will be needed
for consumer goods and ser-
vices.

Consumers therefore must
save about 36 billion dollars—
or fitter that amount away
and thus drive up prices for
goods and services which are
not available in sufficient
amounts.

There is no question that the
American people have the sav-
ings. It is our job to see that
a large proportion of these ac-
cumulated savings go into war
bonds, not only to help finance
the war but to prevent dis-
astrous inflation of a kind that
would result in unprecedented
hardships for all of us.

"To prevent inflation, the
government not only wants to
prevent foolish spending, but
to bring hoarded money now
in coffee cans, in bed matres-
ses and other secret places, out
of hiding and put it to work
so that an end of the war will
come in a reasonable length
of time instead of enduring
for years."

ditional oversized gold leaves
of a major pinned on him
Monday by Col. H. A. Strauss,
he completed his third promo-
tion at this plant.

For Major Hermann arrived
here as a second lieutenant 31
months ago, even before the
Douglas company had occu-
pied the building. He has been



MAJOR HERMANN

here longer than any other
AAF representative.

Hermann's promotion was
his second big achievement
that week, for Sunday he broke
90 in golf for the first time
by shooting an 86.

That Bob's friends here were
delighted about his majority,
was indicated by the consis-
tent paging of "Major Her-
mann" over the public address
system Monday afternoon.

In England nine out of every
10 women between the ages
of 19 and 45 are either in the
armed forces or war work.

Dahlem, Day, Ray, To Swim

Plant Beauties Parade Sunday

Three Douglas employees will enter the invitational swimming meet at Newblock pool Sunday to compete with other swimmers from industrial organizations in the city. Douglas entries will include Leonard Day, Army Air Forces Inspection, and Wilnot Dahlem and Ray Crowley, Photo Lab.

Downtown stores have invited candidates for the Douglas Queen of Sweetheart contest to present sportswear during the meet. Girls include Pat Knight, Mail Room, Mod Center; Wanda Emanuel, Engine Preparation A-26; Jean Spencer, Final Assembly, Mod Center; Jean Bach, Shipping, Exposition Grounds; Natalie Brown, Plant Office; Nadine King, Purchasing; Peggy McMillin, G.F.E.; and Leticia Handy, Properties Manager's Staff.

Men All-Stars, Girl Havocs, At Okla. City Sunday

In a return engagement with the Oklahoma City Douglas teams, the men's all-star team and the Girl Havocs all-star team will play at Oklahoma City Sunday night.

The girls' softball game will be held at 8 p. m. while the men will play at 9:30 p. m. They will be accompanied



In a return engagement with the Oklahoma City Douglas teams, the men's all-star team and the Girl Havocs all-star team will play at Oklahoma City Sunday night.

The girls' softball game will be held at 8 p. m. while the men will play at 9:30 p. m.

They will be accompanied by Manager Bill Causey and Toby Young, Welfare.

Softball Schedule

GIRLS AIRCRAFT LEAGUE

Friday: 7:30 Sky Pilots vs. Meadow Gold, North Peoria, north.
Monday: 3:00 Meadow Gold vs. Havocs, New-block.

LIBERATOR LEAGUE

Friday: 5:00 Fabricators vs. Power Plant, North Peoria, south.
Monday: 7:30 Power Plant vs. Maintenance, North Peoria, south.
Tuesday: 7:30 Machine Shop vs. Buyers, North Peoria, south.
9:00 Fabricators vs. Modifiers, North Peoria, south.
Thursday: 7:30 Buyers vs. Fabricators, North Peoria, north.

DAUNTLESS LEAGUE

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

Softball Log

LIBERATOR LEAGUE

Team	W	L	Pct.
Power Plant	16	4	.800
Buyers	15	4	.789
Maintenance	15	8	.652
Modifiers	9	11	.450
Fabricators	7	12	.368
Tooling	4	15	.211
Machine Shop	2	18	.100

DAUNTLESS LEAGUE

Team	W	L	Pct.
Havocs	16	1	.941
Army Flight	15	2	.882
Army Property	8	8	.500
Engineering	8	10	.444
Sub-Assembly	4	12	.250

SWING SHIFT LEAGUE

Team	W	L	Pct.
Steel Metal	17	3	.850
A-26 Assembly	14	6	.700
Blueprint	13	7	.650
Mod Assembly	12	8	.600

GIRLS AIRCRAFT LEAGUE

Team	W	L	Pct.
Havocs	18	1	.947
Meadow Gold	11	6	.647
Startanettes	9	10	.474
Sky Pilots	5	11	.313



Douglas Photos by Ray Crowley

SUGAR BOWL GRIDDERS HIT PRODUCTION LINE

Plugging holes on the line is nothing new to the University of Tulsa's Hurricanes pictured above. Top, left to right, Charlie Mitchell, who received the 1944 Hurricane Honor award for his outstanding blocking and tackling, passes an A-26 wing tip to teammate, Sam Gray, both of Parts Supply A-26. Dean George, Parts Supply C-47, unloading aircraft material, will help fill the gap at tailback position vacated by former Engi-

★ ★ ★

T. U. Varsity Gridders Devote Their Summers to War Work

Five members of the Tulsa University football team have found a way to keep in condition, yet help the war effort. All have gone to work here in jobs which give them the needed exercise. Not one of the five has been deferred from serving in the army because

of his work at the Tulsa plant. They are deferred for physical reasons. One prospective player and Douglas worker, Dean George, has already served 16 months in the Marine corps.

Sam Gray and Charlie Mitchell are both working on the third shift in A-26 Parts Supply. Sam, an aggressive tackle

neering employe, Clyde LeForce, who entered the navy. Bottom, left to right, Maurice (Red) Wade, Die Fixture and Template Storage, shoulder blocking a template into its position, will again scoot for the gridiron fans. C. B. Stanley, Tooling Control, conditioning on an immovable object, demonstrates how solid the 1944 Hurricane forward wall will be. You will have an opportunity to see these gridders perform this fall at Skelly Stadium for the Bowl-conscious Hurricanes.

from six to eight yards, each time stopping a drive already underway.

Charlie, a 185 pound back, has speed which is used to advantage at both wing back and blocking back.

C. B. Stanley works in Tooling Control. He has earned Associated Press All-American mention for sterling play at tackle throughout the 1943 season at T. U. A blonde giant of 207 pounds, 6 ft.-3 in., C. B. is a slashing type of player who never lets an opposing passer or kicker rest.

Maurice "Red" Wade is in Die, Fixture and Template Storage, second shift.

A 170 pound redhead, he rose to stardom last season by

returning five kicks for 77 yards, completing 19 out of 35 passes for 279 yards and five touchdowns, and rushed 33 times for a net gain of 162 yards. The A. P. recognized his play with All-American mention.

Dean George has yet to play varsity football with T. U. A player on the freshman squad there in 1939, he spent several seasons at Springfield, Missouri's Teachers' college where for two years he was all-conference tailback in the MIAA conference.

Dean is the younger brother of Jodie Bob George, Die, Fixture and Template Storage, and former T. U. letter guard.

He Fought Japs and Starved

"You can stand the shells, the heat and the bugs, lack of sleep, anything . . . but you go mad without food."

So says William Jordan, Accounts Payable, who lived in near starvation on Midway Island for three months during his four year career in the U. S. Marine Corps.

That grim experience came just after the war broke out in December, 1941. Jordan had been on the island since July.

Then the night of December 7, a Jap cruiser and destroyer closed in, blowing up all their supplies.

"We turned our anti-aircraft guns on them and 'sank same,'" says Jordan, "but that didn't repair the damage those blankety-blanks did."

Jordan relates that there were hardly enough rations left to keep the men alive for even a short period of time. And where were the relief ships? The longshoremen on the Paci-



WILLIAM JORDAN

fic coast were on strike, he said, and the ships couldn't be loaded.

After a while the privation began to tell on the men. Some of them just stood around and stared blankly. In other groups the fellows would all talk at once, each about a different subject.

When Jordan reached island he weighed 200 pounds. By the time supply ships finally arrived,

he was down to 140 pounds . . . his chest and shoulder muscles virtually wasted away.

Hospitalization failed to bring him back to normal so in January of 1942, he was sent back to the States with a medical discharge.

At that time he married Mary Jane Edwards, former employe in Planning, and his high school sweetheart in Stigler, Okla.

Now Jordan is trying to readjust to a life that seems slow and strange after the hectic tempo of his years as a sergeant in the Marines.

He'll never be able to do heavy manual labor again, and it will be a long time before his nerves are back in shape, but once a Marine, always a Marine . . . "I wish I could be back there fighting again with my buddies," says Jordan.

"But I'm going to do the best I can at my job here—so the other guys will have planes to help them."

China Plant To

Make A-26 Parts

Another step in the cooperation between the Allied Nations has been shared by Douglas in the establishment of the first Chinese-owned and operated aircraft plant.

This one-story, streamlined building opening in San Francisco.

Two hundred of the 3000 Chinese workers are now learning the trade at Santa Monica.

Founder, vice-president and chief engineer is Dr. Hu Seng-Chiu, a 25-year-old Massachusetts Institute of Technology graduate, who has incorporated this concern as the

Guy Dick Has

Proof that He

"Can Take it!"

The postman brought a surprise package this week to Guy Dick, Industrial Training. It contained a colorful scroll, an award from the company

Classified Ads

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

No ads will be accepted for private business enterprises. They should be no longer than 30 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.

Sailors at Air

Base Respond to

Employe Project

Employees seem to be getting help in their projects from all over the nation.

Just before the end of Airview News' drive for red cellophane strips from the top of cigaret packages, a letter came from the U. S. Naval Auxiliary Air Station in Oakland, California.

Enclosed were 27 cellophane strips which had been collected at the base. An accompanying letter was written by James Shinn, formerly employed in Planning.

He said, "After reading the article about Dee Peyton in the June 2 issue of Airview News, I collected approximately 27 red cellophane strips from the sailors in the Tarns-portation department here. I'm very sorry I can't send more, but the cigarettes we are now getting are not wrapped in cellophane."

"I have noticed that the plant bond drive is progressing very well, well our bond drive, although not on such a large scale is showing signs of being close to 100 per cent. It makes us here at the station feel like we are helping a little more to end this war, since we are working in the

FOR SALE

TRAILER — 14 foot trailer, strongly built, arranged for small shop in front end; bunk, sink, cabinets in rear, \$250, will trade. J. R. Jones, 2220 S. Indianapolis Ave., 9-5303.

GUN—12 gauge Remington automatic 28, full run case, hunting coat, shell vest, cleaning rods, 12 duck calls, three goose decoys, 10 boxes shells, \$100. W. D. Gorman, 414 S. Lansing av., 3-2759.

HOUSE—10 room brick duplex, call 2-7645 after 5 p. m.
MOTOR—Three and one-half horse power Evinrude Sportwin outboard motor, excellent condition, 2-6945 after 6 p. m.

SADDLE—Roping saddle, A-1 condition, C. M. Stephens, Owasso, Okla.

SHOES—Several pairs of ladies' shoes, sizes 4 1/2 to 5. Good brands, good condition. Call 4-0044 after 11 a. m.

FANS—Three Emerson oscillating electric fans, new electric hand vacuum cleaner, new Hamilton Beach electric mixer, K. C. Buffington, 1779 S. Wheeling av., 9-5135 after 4 p. m.

RUNNING BOARDS—For 1941 Dodge, DeSoto, Chrysler and Plymouth, 300 white pickets, 1 in. by 3 in. by 24 in.; four breakfast room chairs; Simmons studio couch, K. C. Buffington, 9-5135 after 4 p. m., 1779 S. Wheeling av.

1939 BUICK—Club Coupe, Radio, heater, seat covers. In fair condition. \$650. Call 6-8449 after 5 p. m.

SPANIEL—Registered, pedigreed, parti-colored cocker spaniel. One year old, immaculate for rabbits and distemper. B. Bust, 6-2373.

FAN—Emerson ventilating fan, almost new. Mary J. Condry, call 4-3687 after 4:30 p. m.

DOGS—Two female black and tan dogs, one year old, C. C. "Rowdy" Wright, Rural route 1, Box 318 A, three blocks south of Tourist court on Highway 66.

RADIO—11 tube radio, walnut cabinet, all wave, 12 inch speaker, five tube table model. O. G. Griffith, call 3-8279.

PAINT—Five gallon pre-war buff out-

Make A-26 Parts

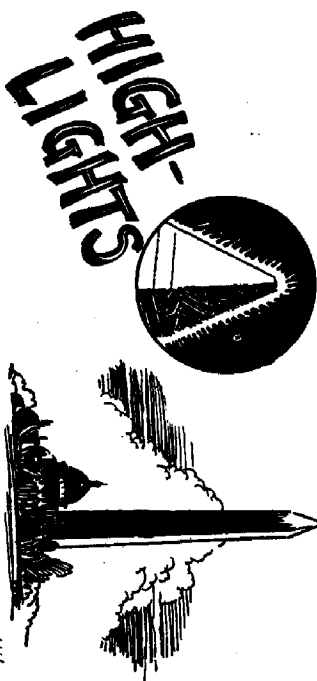
Another step in the cooperation between the Allied Nations has been shared by Douglas in the establishment of the first Chinese-owned and operated aircraft plant.

This one-story, streamlined building, opening in San Francisco in a month, will make parts for the Douglas A-26.

learning the trade at Santa Monica.

Founder, vice-president and chief engineer is Dr. Hu Seng-Chiu, a 25-year-old Massachusetts Institute of Technology graduate, who has incorporated this concern as the China Aircraft Corporation with an initial capital of \$250,000 and a loan of \$500,000.

AS TO QUALITY



HIGH-LIGHTS

SHINING TIP OF THE WASHINGTON MONUMENT IS A 100 OUNCE PYRAMID OF ALUMINUM WHICH HAS SUSTAINED FULLY SURVIVED THE WEATHERING OF 60 YEARS



A BRIGHT TISSUE-THIN PROTECTIVE SHEATH OF ALUMINUM COVERS THE SHEETS OF DURAL USED ON DOUGLAS AIRCRAFT. DRS. 3.14 SPECIFIES PRECAUTIONS FOR HANDLING CLADDED-ALUMINUM

PROCESS ENGINEERING

INSPECTION STANDARDS

Can Take it?

The postman brought a surprise package this week to Guy Dick, Industrial Training. It contained a colorful scroll, an award from the company he worked for on the Canol project, the highway uniting Alaska and the 48 states. Dick spent nine months in Alaska, managing a company hospital on the project.

The accompanying letter, written July 1 from the company's San Francisco offices, read in part:

"Time proved that hardships, weather and homesickness were difficult obstacles to overcome, with the result that only a small percentage of the total number employed had the determination to stay with a tough job and complete their contracts. Our records show that you were one of those who could 'take it.'"

War Moms Meet At 2:30 Sunday

Douglas mothers of service sons will have their last chance to become charter members of the Douglas War Moms at their meeting Sunday, August 6, at the American Legion Hut at 2:30 p. m.

The Moms served sandwiches and drinks to 300 soldiers who came to the Victory Center last weekend. Lula Casey, Aircraft Electrical and Radio, Mod Center, arranged the details, and workers in Extrusions and Drop Hammers contributed toward the purchase of food.

ing very well, well our bonding drive, although not on such a large scale is showing signs of being close to 100 per cent. It makes us here at the station feel like we are helping a little more to end this war, since we aren't in a combat area."

Chicago C-54s Go Out Despite Fire

The huge fire at the Chicago plant July 17, which completely destroyed the Administration building, failed to halt production of C-54s in the plant.

Factory workers went right on building planes while temporary locations were set up for administrative offices.

Even payroll checks were completed on schedule by flying payroll and tabulator employees to the Oklahoma City plant to use facilities there.

Important blueprints, contracts and files were flown from Santa Monica.

The contract for the new administration building was let immediately and the building is scheduled to be completed by October 1.

It will be erected on the same site, will be of brick, reinforced steel and concrete.

Heart Disease Fatal to Bumpus

J. L. Bumpus, on sick leave from Fuselage Assembly, died Monday morning at his home. Bumpus developed heart trouble after a severe attack of influenza.

PAINT—Five gallon pre-war buff outside paint, H. C. Parrott, 1056 N. New Haven av., phone 9-4984.

Try Tulsa Joe's

For Smooth Dance

If you want to dance to a really smooth orchestra on a really smooth floor... come to Tulsa Joe's. Seventy-first and Peoria, Saturday night. It's cool, too.

First dance begins at 9:45 p. m. and ends at 12:45 a. m.; the second is from 1:45 a. m. to 4:45 a. m.

Admission is \$1 per person.

OPELLA by Dwig



Model Planes Fly in Contest

New Members Asked To Join Douglas Club

Building big planes six days a week isn't enough for some employees. In their spare time they build little ones . . . model planes powered by tiny gas engines . . . or by rubber bands . . . which follow proved principles of aerodynamics, requiring great skill to construct.

The Douglas Model club held its first contest Sunday at Twenty-first and Sheridan with nine employees entering the competition and numerous others watching the tiny planes perform.

First place in the small plane class went to Martin Seglem,

If you are interested in joining the Douglas Model club, contact Martin Seglem or Paul Hinds, both of Engineering, 4148.

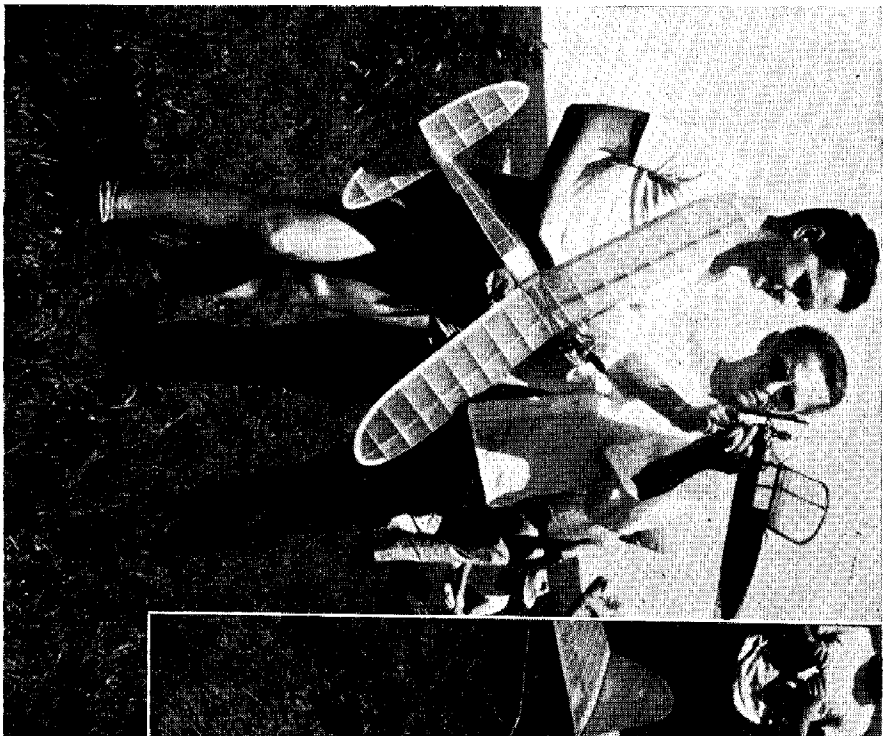
Rubber or gas powered models, and scale models will be studied. There is a small workshop at the meeting place.

Meetings are on the first Friday and the Friday falling after the fifteenth of every month at 1643 S. Jamestown.

One of their projects is to work out jet propulsion for gas models.

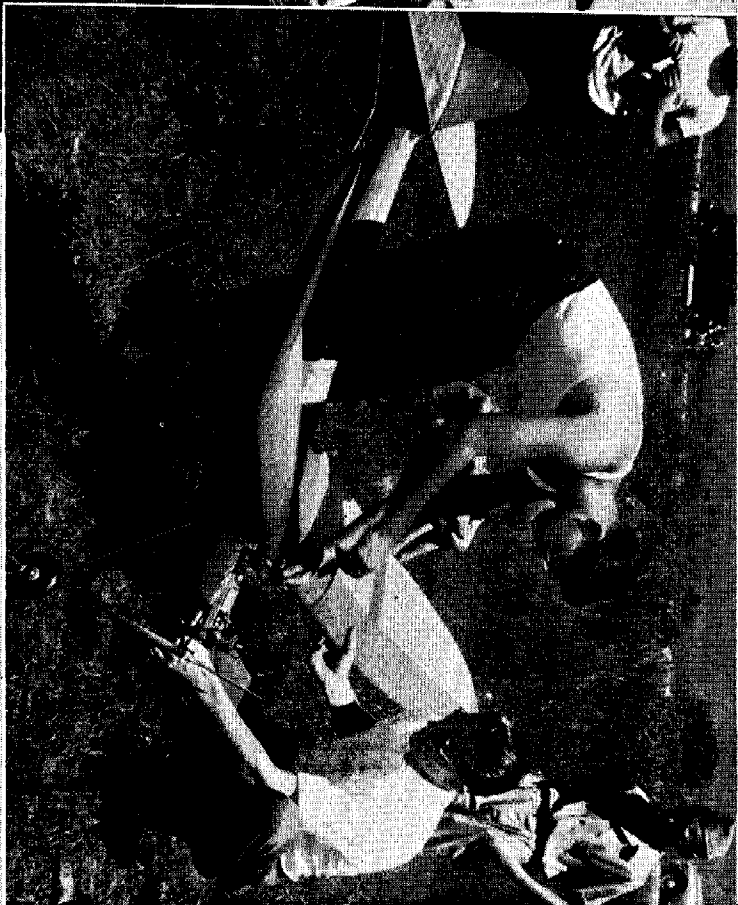
Engineering, president of the club. The match for large models was won by Paul Hinds, Engineering.

After the contests, the builders showed their planes in some trick flights. One of these was towing a glider with a small engine model. Both the glider and plane were equipped with timers so that



Douglas Photos by Ray Crowley

THEY BUILD THEIR FLYING MACHINES—In an exciting contest, Sunday, nine employees, members of the Douglas Model Plane Club, tested the small planes they had built to see how long their tiny gas engines would keep them aloft. Top, left, Don Emmick, Facilities Control, and Martin Seglem, Engineering, check their contest models; right, Justin Shumway, Engineering, left, adjust his plane, the largest one in the match, as Pete Reid, Production Supply, helps steady it. Below, the plane towing the glider.



Walking in Truck Aisle Is Unsafe, Says Safety Engineer

by R. W. CORNWELL, Safety Engineer

tion and met a truck head-on as she ran from between two parked trailers in loading zone—result; one broken ankle with 14 weeks lost time for the employee and the train held up for 2½ hours.

Save Parts Bags, They're Scarce

Be sure to return all paper bags to the line stockrooms for it is needed.

club. The match for large models was won by Paul Hinds, Engineering.

After the contests, the builders showed their planes in some trick flights. One of these was towing a glider with a small engined model. Both the glider and plane were equipped with timers so that the tow-cord would automatically cut loose from the plane some two seconds before it cut loose from the glider... leaving both free to glide to a landing.

Members are making plans to take winning models to Bartlesville next Sunday.

They also hope, when the membership has grown, to hold a contest another aircraft plant.

Medical Plan Is Still in Effect

Since the publication of a story on the cancellation of the Health and Accident Insurance plan, in a recent Airview News, some confusion has arisen about its connection with the Medical plan.

In answer to the many questions, Plant Manager W. G. Jerrens issued a statement last week explaining that the Medical plan is an entirely separate program from the Health and Accident Insurance plan and will continue to offer its services to Douglas employees.

The group accident and health insurance was cancelled on July 8 when premium rates were increased by the insurance company.

Walking in Truck Aisle Is Unsafe, Says Safety Engineer

by R. W. CORNWELL, Safety Engineer

Yes! The pedestrian has the right-of-way when crossing an aisle. The "Truck Aisle" is not for pedestrians. A few days ago a voice spoke to the Safety Engineers as follows, "One of these" #**@ trucks almost ran over me." When asked where he was walking, the answer was, "Down the aisle." Later a check up revealed that he was using the truck aisle.

Internal transportation drivers have experienced a great deal of trouble trying to bring materials, vital war materials, to departments. They are having to dodge in and out between pedestrians who persist in using the "Truck Aisle" for a walk-way.

When you disregard the "Pedestrian Aisle" and use the aisle for trucks, you are causing some trucker to slow down or stop until you permit him to pass.

Important Job

These truckers are playing a very important role in keeping our airplane production on schedule. Their responsibility is to transport materials safely and efficiently to your department for assembly.

In general, most of our truckers handle their job assignments with care and caution because they realize the materials entrusted to their care must reach their destination safely and on schedule.

Men do not just walk out and start driving the trucks. All truckers have spent at least a week with an experienced, authorized operator

learning the plant safety precautions as well as how to period, a written test is given by a plant safety inspector.

If this test is passed satisfactorily, the prospective operator is then given a drivers test which includes the execution of these rules. Upon receiving passing grades in both tests the man is then certified and issued an "Operator's Permit" by the Industrial Safety department.

You Can Help

This man is a trained specialist, trained for an important job. Let's help him by not walking in the "Truck Aisle."

Some causes of accidents in operate the vehicle.

At the end of this training our plant have been:

Two girls visiting while going from their department to stockroom were walking down the "Truckers Aisle"; one of them stepped in front of a train trying to pass by swinging over into the pedestrian aisle—result; employee knocked down injuring her vertebrae—4 hours truck time lost and 14 weeks time in the hospital for the employee.

An employee was running to "beat the line" at a clock sta-

tion and met a truck head-on as she ran from between two parked trailers in loading zone—result; one broken ankle with 14 weeks lost time for the employee and the train held up for 2½ hours.

Many others could be cited because we walk in the truck aisle instead of the walk aisle.

The Industrial Safety department urges all employees to cooperate with the internal drivers by walking in the space painted and allotted for your convenience and protection.

We can help most by watching for traffic when crossing at blind corners, keeping all obstructions out of traffic aisles and not walking in "Truck Aisles."

These men need your help in preventing accidents and assuring delivery of materials on schedule.

Purple Heart Is Won by Brother

Pfc. James G. (Bud) Smith, brother of Mary S. Sims, Fabrication Supply, second shift, has been awarded the Purple Heart for wounds received in the invasion of France.

This is the first time the 22 year old paratrooper has been injured in 15 months of overseas service. He was with the 82nd Airborne division, which was highly commended in the dispatches following D-day.

This was the third major engagement in which he participated. In the battles in Sicily, Italy and France, he made 17 jumps.

Save Parts Bags, They're Scarce

Be sure to return all paper bags to the line stockrooms for it is practically impossible to purchase new ones. Approximately 20,000 paper bags are used here every month to dispatch small purchased parts. These bags are made of especially tough high-grade paper which is on the critical shortage list, according to Material Conservation.

About 75 per cent of these bags can be returned in usable form... if you are careful. Don't wad them up... fold them and put them in a box. When you have accumulated a few, put them on a transportation truck and send them to department 323A.

This shortage is serious, for those bags are essential to the distribution of many parts. Your returning them as directed to D323A will help take an extra poke at the enemy.

Coin Purse Has Special Value

A small brown Justin leather coin purse was left on a cafeteria table on third shift this week by H. L. Gideon, Fabrication Inspection. It contained \$10, some change, a key, and some addresses. The finder may keep the money, says Gideon, if he will return the purse, which belongs to his brother in service. Return it to the Plant Protection office.

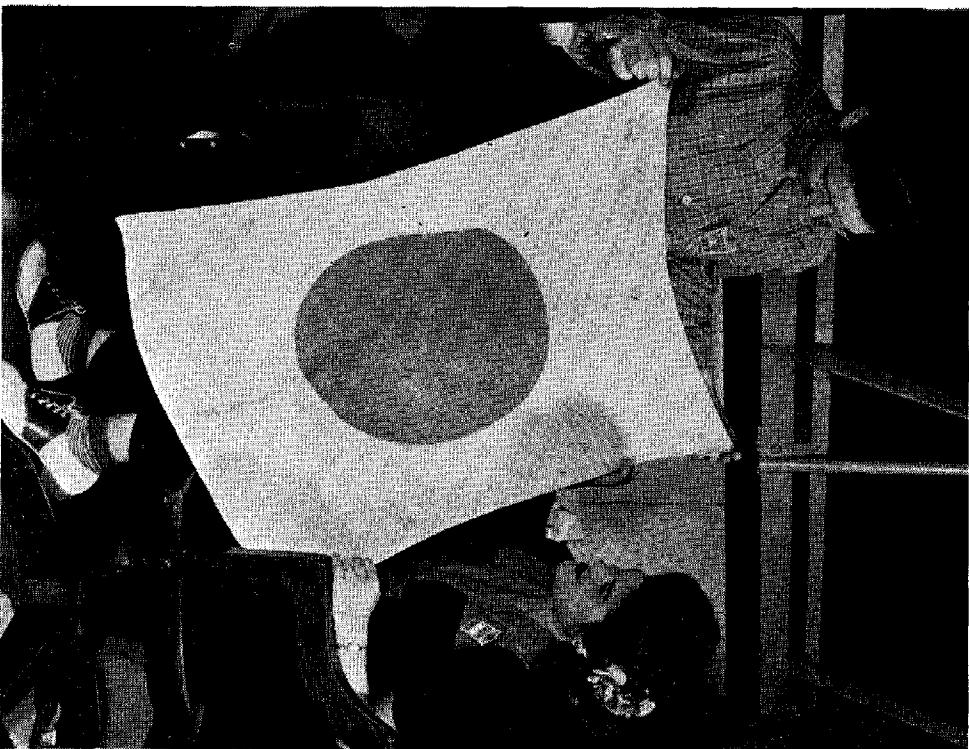
Slip Stream

Hearing that husband Donald Dowd had just been promoted to a major in the army was the best news of the week for TOMMYE DOWD, Material Control. Tommye hasn't seen him for 23 months of foreign service which has now taken him to New Guinea . . .

Carrying on the family tradition with Douglas is JACQUELINE "JACKIE" MARLAR, now Mrs. C. T. "JOE" LEWIS, who remained here as departmental clerk for Tool and Die Fabrication when Joe joined up. On July 19 Lewis, after four and one-half years with Douglas, entered the armed forces. He came here from the El Segundo plant and was supervisor of Metal Fittings and Welding at the time he left. A recent bride, JACKIE plans to join her husband sometime in the near future.

BEN R. PARKINS is now the second shift supervisor in Material Control, and the rest of the personnel is rooting for his success in his new job . . .

Magnafix department is taking on feminine aspects. This past week five girls were added to the department where men only were used before, and this said the men will have some good competition in their work. Magnafix also welcomes back E. F. CHENEY after a two weeks' illness . . .



Douglas Photo by Ray Crowley

DISASTER TO SONS OF HEAVEN—This captured Japanese flag which spelled disaster to the "sons of heaven" is being displayed by Iva May Slater, Die, Fixture and Template Storage, to departmental clerk Dorothy Goodin. The flag is one of the souvenirs sent by Iva May's brother, Pfc. Bill Slater, who has 67 Japs credited to his sniping ability.

IVA MAY SLATER, Die, Fixture and Template Storage, is

New employees in Sheet Metal, Mod Center, are MAURICE TOMLIN, AL WATTENBARGER, WILMA COZBY, LEORA HANKINS, and MATTIE MALAN. GLEN KOONTZ, Minor Sub-Assemblies, and ROBERTA EDMONDS, Sheet Metal, Mod Center, were married July 12. Another wedding in Sheet Metal, Mod, was July 6, when C. C. FITTE married RUBY ROBERTS . . .

H. H. HUNTER, Inspection-Fabrication Precision Booth, had a birthday Tuesday, but his co-workers on second shift helped him celebrate Monday . . . they had a hot dog feast at Mohawk park, and topped off the meal with a big cake.

"Douglas is tops with the A.A.F.," former employee Pvt. A. E. Gibson, now in radio operator's school, Sioux Falls, South Dakota, said in a recent letter to the Airview News. Gibson, who was formerly an instructor at the Army and also worked as an inspector in Inspection - Assembly at the Mod Center, is anxious to hear from friends here . . .

Shipping department employees found out during JUANITA MEADE'S absence that "putting time" on a ship wasn't taking a clock out and putting it in the ship. They were certainly happy to see her when she returned from four weeks' sick leave . . .

FRED CALDWELL, who left Plant Engineering after working 11 months, to become one of Uncle Sam's G. I. Joes, has

FLOSSIE ENNES, Extrusions, who won a "B" award on a special fixture for counter sinking, socked the money into her war bond fund.

LESLIE E. BARRETT, Anodic and Wash, has completed a year at the plant without being either absent or tardy.

A man with a remarkable memory is L. L. GREGORY, G.F.E. He's been a war worker for three years and has never forgotten his I. D. card during that time . . .



TRYER-ONNER

JUANITA ROWE, Development, doesn't want to lose a handful of hair while she's working on the A-26 line, so

taking on feminine aspects. This past week five girls were added to the department where men only were used before, and 'tis said the men will have some good competition in their work. Magnafux also welcomed back E. F. CHENEY after a two weeks' illness . . .



100,000 MARK

Last Saturday was a heap big day for station wagon number 27, which travels between the plant and the Mod Center . . . she finally went over the 100,000 mile mark . . . PHYLLIS THOMPSON . . . was driving Old Faithful when she hit the record . . . the meter jumped to 100,000 just as she passed the engineers' building, driving over to the plant . . .

J. P. NEILSON, jr., Labor Relations Counselor, had better take lessons before he tries any more painting . . . while decorating his kitchen, he slipped off the step-ladder and splashed a bucket of white paint from his eyebrows to his toes . . .

DISASTER TO SONS OF HEAVEN—This captured Japanese flag which spelled disaster to the "sons of heaven" is being displayed by Iva May Slater, Die, 21st Infantry, somewhere in the South Pacific. While Bill, who will have been overseas two years October 24, is a first class sharpshooter with 67 or more Japs killed to his credit, Iva May is doing her bit on the home front. On September 17 she will have two years' service with the Tulsa plant, where she works on Tooling orders.

Iva May hasn't heard from Bill for three weeks but she knows his outfit is on the move and believes he is now in the Marianas Islands. He was in New Guinea until recently. For several months, Bill was in an Australian-base hospital recovering from shrapnel wounds.

Always a good hunter and a crack shot as a kid, Bill was originally stationed in Hawaii for basic training. There he won honor after honor in sharpshooting. His main job now is to act as a sniper on campaign patrols, where his one big aim is to exterminate the Japs . . .

A departmental get-together during lunch period recently honored two employees of Inspection. CHARLES BEECHAM is going to the Oklahoma City plant, while VELLA HARWOOD will go to Chicago to visit friends . . .

Douglas Photo by Ray Crowley

Inspired by the many girls who of necessity wear slacks to work, RAY H. WEAKLEY, Fabrication Supply, composed a four-stanza poem on the subject. Here are the concluding lines:

SLACKS

*"So I pray for the day
When this war will end;
When girls will be girls
And men will be men."*

*For when that day comes,
It won't be so bad,
'Cause the kids can then tell
Their mom from their dad."*

ROY A. LAWRENCE, instructor at the Armory, is all smiles . . . his trainee class presented him with a beautiful Parker fountain pen. GEORGE DAVIDSON is the new supervisor on the second shift for V. E. N. D. at the Armory. Friday, during lunch hour, a small group gathered in the supply room at the Armory for a farewell luncheon in honor of MARY O. BUFFINGTON, nurse, who transferred to the plant . . .

Joining her husband on a 30 day leave is recently-married DOROTHY POE ZULIA, Upholstery. He's stationed in North Carolina . . .

taking a clock out and putting it in the ship. They were certainly happy to see her when she returned from four weeks' sick leave . . .

FRED CALDWELL, who left Plant Engineering after working 11 months, to become one of Uncle Sam's G. I. Joes, has completed basic training at Camp Howze, Texas, and is now stationed at Camp Claiborne, La. Fred has written his friends here that he likes the "rugged" life in the army, particularly the 20 mile hikes in the Louisiana swamps, where the men "stew in their own grease." He has recently been promoted to staff sergeant.

Vacationing at home are A. H. TURNER, Metal Fittings, and ROBERT CAMPBELL, Welding.

He doesn't exactly have the "bull by the tail" but employees of Precision Inspection are following the example of H. H. HUNTER and rolling their own. What with the cigarette shortage Hunter does a neat job with a cigaret paper and a sack of Bull Durham. Their motto is "Practice makes perfect" . . .

TRYER-ONNER

UANTITA ROWE, Development, doesn't want to lose a handful of hair while she's working on the A-26 line, so she tucks her curls into one of the brightly-colored new safety hats from the Welfare store. The earliest shipment of red and green hats sold out in no time, but there'll be more in, and they'll have additional colors, blue, orange and yellow.

One halo, coming up! . . . for G. L. KOONCE, Internal Transportation, who hasn't been absent or late during two years at the plant . . .

Recent addition to Time Standards is EDITH YARRINGTON, who's a Phi Beta Kappa from the University of Arkansas . . . she's turned her artistic talents to making sketches of her fellow employees . . . such as the one of AL HARMON, Time Standards . . . she's rechristened him "Owl Harmony," and pictures him as an owl surrounded by musical notes . . .

Friday again!
Well, whadya know?
That's all there is,
There ain't no mo'
Our thanks to . . .

Grace Kessler, D351; Betty Smock, D351; Martha Coffee, D325; Ernie Huck, D425; Maxine Neely, D402; Cleo Jesse, D321; Betty Morris, D282; Marie Gibson, D141; C. R. Doss, D4-212; Ruth Williams, D378; Marie Hamblin, D704; Sue Myers, D4-402; A. S. Martin, Armory; Foy Pollard, Flora Lacy, D4-554; and Dovie Martin, D283.